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RIVER OF DESTINY

1609-1930

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Edited by
NELSON GREENE

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Covering the Sixteen New York State Hudson River
Counties of New York, Bronx, Westchester,
Rockland, Orange, Putnam, Dutchess,
Ulster, Greene, Columbia, Albany,
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ington, Warren, Essex.

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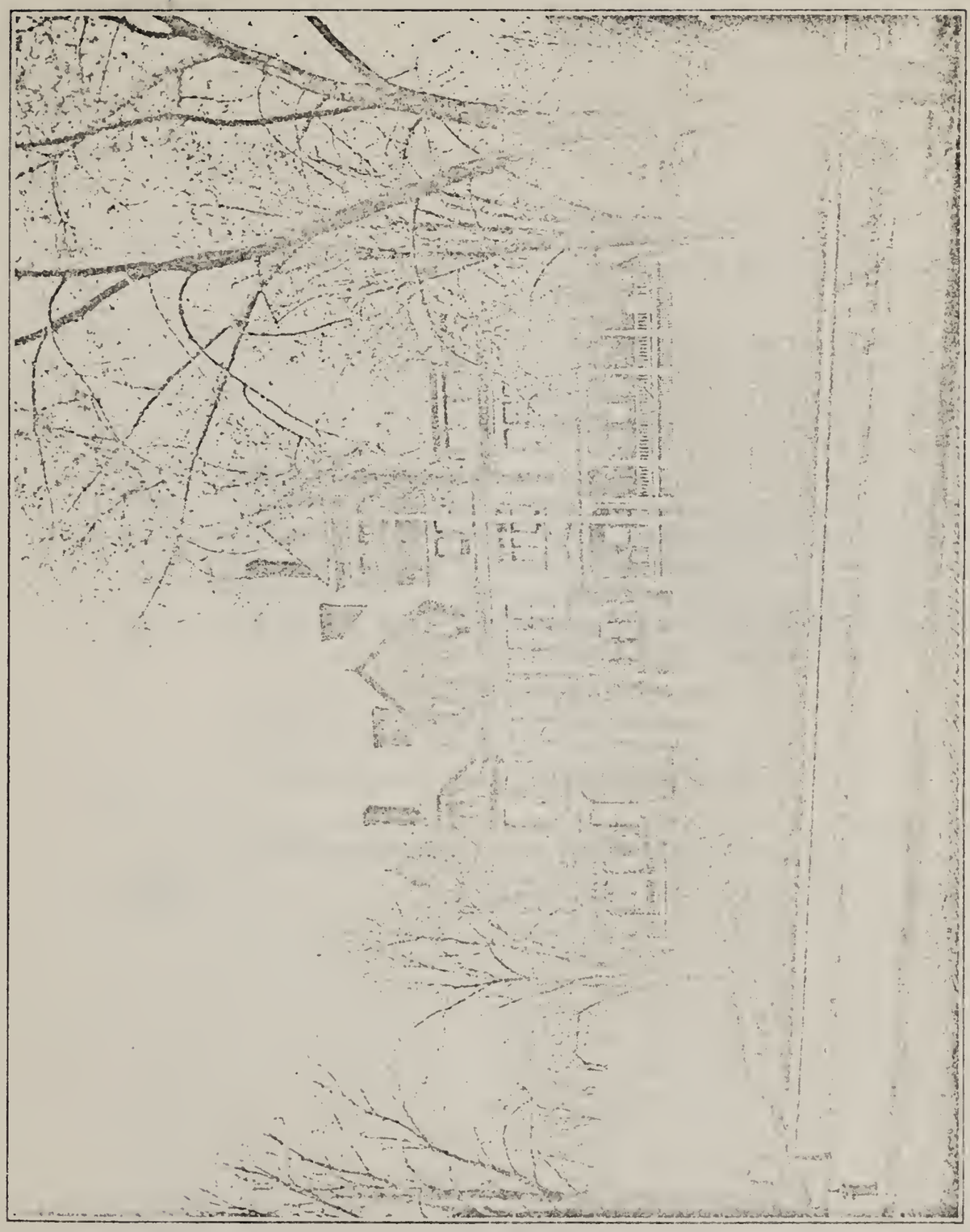
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1777. ADOPTION OF THE NEW YORK STATE CONSTITUTION AT KINGSTON.

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It is probable that the year 1777 was the most important in the history of the Hudson Valley, as well as that of the State of New York. It was especially marked by two great events, one of State-wide and the other of World-wide importance. One of these events—the Battle of Saratoga—will have an influence on humanity during all the course of civilized man's domination of World affairs. First in chronological order was the adoption of the State Constitution and the second was the great American victory of the Battle of Saratoga. This "battle" consisted of two conflicts, the last of which constituted a decisive American triumph and one which insured the eventual independence of the United States of America.

There is no greater event in the history of the United States of America than the Battle of Saratoga and it also stands as one of the most mighty features of World history. The historical importance of the Hudson Valley can be readily recognized when it is noted that this great victory for national and World liberty occurred close to the banks of the Hudson—River of Destiny.

In fact, the Hudson River, its valley and watershed have been the scenes of most of the important Colonial and Revolutionary conflicts and popular movements, which have made the history of America.

As far as the history of New York State is concerned, most of it, prior to the year 1800, was made either on the shores of the Hudson or on the Island of Manhattan at the mouth of our great river. This can be noted in the prior pages of this work and it will also be realized in the later chapters. Even after the year 1800, the Valley of the Hudson continued to be of paramount importance in the chronicles of the State.

If it had not been for the victory of Saratoga, the adoption of the Constitution of the State of New York might well have been the outstanding feature of 1777, as far as the Valley of the Hudson is concerned. In fact, it is a major event which merits particular consideration.

In the previous chapter, the movements of the State Assembly were noted, following its removal from New York City when menaced by the British occupation in 1776. In February, 1777, the Assembly or "Convention" finally moved from Poughkeepsie to Kingston.

Continental Congress, in 1776, had recommended that the Assemblies of the "United Colonies" form State governments. The people of the Province of New York then elected a new Assembly or "Convention," which held its first meeting in White Plains. Measures were then taken for the creation of a State Constitution and for exercising all the powers of a State government until such a document should be prepared and adopted.

On August 1, 1776, the Convention appointed a committee to prepare the Constitution of the State of New York, with John Jay as its chairman. The Constitution was almost entirely the work of Jay, who was one of the ablest men of his time.

The Convention assembled at Kingston in March, 1777, and, on the 17th, Jay submitted the draft of the proposed measure, which was in his own handwriting. Jay left some matters open for discussion and later inclusion. However, in his absence, the Constitution was adopted by the Convention on April 20, 1777. Jay wrote: "I should also have been for a clause against the



SENATE HOUSE, KINGSTON
Erected in 1676



NEW STATE MUSEUM, KINGSTON
The building stands back of the Senate House. It holds important historical collections





continuance of domestic slavery and for the support and encouragement of literature."

The Constitution was not submitted to the people but its adoption by the Convention put it into effect. Among the provisions was one which was subsequently eliminated. It provided for a Council of Appointment, made up of the governor and four senators. The latter were chosen by the assembly to serve for two years. The Council appointed practically all of the State officers with the exception of the Chancellor and Supreme Court judges.

The State government took effect immediately. The Convention appointed Robert R. Livingston to be Chancellor; John Jay, Chief Justice; Robert Yates, Jr., and John Sloss Hobart, puisne justices, and Egbert Benson, Attorney General. A Council of Safety was appointed which had full executive power until officials were selected at the next election. John Jay was also appointed chairman of a Vigilance Committee, which had great powers of banishment and imprisonment of persons who were judged dangerous to the State. The committee was most active throughout the war. Many Tories were sent into the City of New York or banished from the State.

Soon after the Constitution was adopted, the Assembly passed a law requiring an oath of allegiance to the State. Another act was passed for the "forfeiture and sale of the estates of persons who had adhered to the enemy and for declaring the sovereignty of the State in respect to all property within it."

The meetings of the first State Assembly of 1777 were held in the ancient stone house in Kingston, which was built in 1676 and which is now known as the Senate House. It is one of the most historically important buildings in the State and is now occupied as a historical museum.

The names of the members of the second State Legislature or Convention which adopted the first Constitution of the State of New York are worthy of record here. They are as follows:

New York City and County: John Jay, James Duane, John Morin Scott, James Beekman, Daniel Dunscomb, Robert Harper, Philip Livingston, Abraham P. Lott, Peter Van Zandt, Anthony Rutgers, Evert Bancker, Isaac Stoutenburgh, Isaac Roosevelt, John Van Cortlandt, William Deming.

Albany County: Abraham Ten Broeck, Robert Yates, Leonard Gansevoort, Abraham Yates, Jr., John Ten Broeck, John Taylor, Peter R. Livingston, Robert Van Rensselaer, Matthew Adgate, John I. Bleecker, Jacob Cuyler.

Dutchess County: Robert R. Livingston, Zephaniah Platt, John Schenck, Jonathan Landon, Gilbert Livingston, James Livingston, Henry Schenck.

Ulster County: Christopher Tappen, Matthew Rea, Matthew Cantine, Charles DeWitt, Arthur Parks.

Orange County: William Allison, Henry Wisner, Jeremiah Clarke, Isaac Sherwood, Joshua H. Smith.

Westchester County: Pierre Van Cortlandt, Gouverneur Morris, Gilbert Drake, Lewis Graham, Ezra Lockwood, Zebediah Mills, Jonathan Platt, Jonathan G. Tompkins.

Suffolk: William Smith, Thomas Treadwell, John Sloss Hobart, Matthias Burnet Miller, Ezra L'Hommedieu.

Queens: Jonathan Lawrence.

Tryon: William Harper, Isaac Paris, Mr. Vedder, John Morse, Benjamin Newkirk.

Charlotte: John Williams, Alexander Webster, William Duer.

Cumberland: Simon Stephens.

Kings, Richmond and Gloucester were not represented. The counties of Kings and Richmond, together with Queens were then under British domination and the Whig population had either left them or were powerless under enemy rule.

The representatives of New York County were patriots who had fled from Manhattan Island at the time of the British occupation. Henceforward the section of New York under American rule lay north of the Yonkers area of Westchester County. Practically all the populated territory of New York State then lay within the Hudson River watershed (inclusive of the Mohawk Valley) and on Staten Island and Long Island. With the two latter regions and New York City in British control, the Hudson Valley henceforward, through the Revolution, furnished both the men and the supplies with which the State carried on during the war. The Continental Army was largely supplied with grain and other provisions from the farms of the Hudson River watershed. The Hudson Valley, north of Manhattan Island was still

a Dutch region and probably nearly two-thirds of its people were descended from immigrants from the Netherlands or were natives of the Dutch Republic. There were also large elements of Palatine German, Huguenot French, Scotch, English and Irish in this Hudson River population. North of New York City, the population of the Hudson Valley, in 1771, was 91,014 people, out of a total of 168,007 in the Province. When the Revolution began, this number had probably increased to 100,000 or more but, by 1777, it had probably shrunk to 90,000 or less. It was these 90,000 people in the Hudson River country who carried on and furnished a great part of the effort which won the War for Independence. Even of these 90,000, not all were active in the patriot cause. Many were disaffected or favorable to the Loyalist cause and it is probable that but two-thirds of this 90,000 could be counted as hearty supporters of the American cause. Of those 60,000 patriots, practically all worked for the national aims in the war. The men were enlisted either in the Continental Line (regular) regiments or they took arms and joined the militia, when it was called out for service. When at home their work was naturally doubled by the time spent in militia service. The women and children also did double duty, working in the fields of the farms as well as at the severe household tasks of Revolutionary days. It should be remembered that the comparatively small population in the Hudson Valley, during the War for Independence, did a great part in winning freedom for America.

The first Assembly or Convention adjourned at Kingston in May. The Council of Safety immediately ordered a new election of State and Legislative officers. General George Clinton was elected governor and Pierre Van Cortlandt lieutenant-governor. Governor Clinton was inaugurated at the Ulster County Courthouse in Kingston on July 30, 1777.

The recently elected Legislature met at Kingston and chose Walter Livingston as Speaker of the Assembly. Lieutenant-Governor Van Cortlandt presided over the Senate.

And thus the great State of New York began its career in the ancient town of Kingston on the banks of the Hudson.

CHAPTER 59.

1777. THE BATTLES OF SARATOGA ON THE BANKS OF THE HUDSON.

CONFLICTS OF SEPTEMBER 19 AND OCTOBER 7, RESULTING IN GREAT AMERICAN VICTORY WHICH EVENTUALLY ENSURED AMERICAN INDEPENDENCE—ONE OF THE DECISIVE BATTLES OF THE WORLD—PLAN OF CAMPAIGN—CONVERGING BRITISH EXPEDITIONS OF ST. LEGER, McDONALD AND CLINTON—JULY 6. AMERICAN GARRISON RETREATS FROM FORT TICONDEROGA—AMERICAN DEFEAT AT HUBBARDTON—AUGUST 3. FIRST AMERICAN BATTLEFLAG RAISED AT FORT STANWIX—AUGUST 6, 1777. BATTLE OF ORISKANY—AUGUST 13. AMERICAN VICTORY AT BATTLE OF FLOCKEY—AUGUST 16. AMERICAN VICTORY AT BENNINGTON—700 OF ENEMY CAPTURED—GATES SUCCEEDS SCHUYLER—AUGUST 22. BRITISH FORCE RETREATS FROM FORT STANWIX—SEPTEMBER 19. AMERICANS AND BRITISH FIGHT DRAWN BATTLE ON BEMIS HEIGHTS—OCTOBER 4. BRITISH EXPEDITION STARTS UP HUDSON—OCTOBER 6. BRITISH CAPTURE FORTS CLINTON AND MONTGOMERY (IN HIGHLANDS)—OCTOBER 7. AMERICAN ARMY DECISIVELY DEFEAT BRITISH IN SECOND BATTLE OF BEMIS HEIGHTS—BURGOYNE RETREATS TO SCHUYLERVILLE—OCTOBER 13. KINGSTON BURNED BY BRITISH—STATE LEGISLATURE FLEES TO POUGHKEEPSIE—OCTOBER 17. BURGOYNE SURRENDERS BRITISH ARMY TO GATES AT SCHUYLERVILLE—CAPTIVES MARCHED TO BOSTON—BRITISH HUDSON RIVER EXPEDITION RETREATS TO NEW YORK—COMPLETE AMERICAN SUCCESS MARKS END OF SARATOGA CAMPAIGN.

Saratoga—one of the decisive battles of the world—was fought on the banks of the Hudson River in 1777. It decided the fate of America and assured eventual American independence.

The Saratoga campaign is the chief feature of the War for Independence and it merits extended mention in this work which is largely devoted to bringing out the unrivaled national histori-

cal importance of the Hudson River country and the Hudson River watershed.

The Battle of Saratoga consisted of two conflicts fought on Friday, September 19, and Tuesday, October 7, 1777. As both engagements were fought on the same ground, the two battles have come to be designated as the Battle of Saratoga. Although the conflict of September 19 was a drawn battle in its eventual results it was an American victory. The engagement of October 7 was an overwhelming American triumph.

Before proceeding further, it is well to say here that the Battle of Saratoga was so-called because it occurred in a region of the Hudson River country which had the "blanket name" of Saratoga from Indian times. The name should not be confused with Saratoga Springs as the vital conflict took place on Bemis Heights, about ten miles southeast of the present famous watering place. As previously noted, the "Battle of Saratoga" was fought on September 19 and October 7. Following the latter conflict, the British retreated to present Schuylerville where they surrendered on October 17, 1777. The effect of this victory on America and Europe was tremendous. It heartened the patriots and strengthened their ranks and it made France an ally, whose aid eventually helped to bring the final complete victory of the cause of independence.

The Battles of Saratoga have been justly placed among the great conflicts which have decided the destinies of mankind. Creasy includes Saratoga in his "Fifteen Decisive Battles of the World." These conflicts should be regarded as part of the Saratoga Campaign, the chief events of which were included in the period from the fall of Fort Ticonderoga on July 5, 1777, to the British surrender at Schuylerville on October 17, 1777. This campaign includes the conflicts of Oriskany, Bennington, Flockey, and the two battles at Bemis Heights. It also embraces the movement of General Clinton's army up the Hudson River and the bloody battles at Fort Clinton and Fort Montgomery. It is the opinion of the editor of this work that this great military movement should be called "the Saratoga Campaign," rather than "the Burgoyne Campaign." No matter how agreeable a person "Gentleman Johnny" Burgoyne may have been, the editor sees no reason why a defeated British general should have his name

given to a victorious American campaign, which has had marked effect in promoting popular freedom throughout the world.

The Saratoga campaign was the result of the carefully laid plans of General John Burgoyne, who had long had it in mind. It followed, in a general way, the route taken in prior French invasions, in that the main British Army under Burgoyne was to come down by the Lake Champlain route. Albany, as the key position of New York, was the objective. Burgoyne's main army was to be supported by a smaller force, under Colonel Barry St. Leger, which was to sweep down the Mohawk Valley and effect a junction with the British commander at Albany. Captain McDonald, at the head of 150 Tories and Indians, was to ravage the Schoharie Valley. Both the Mohawk and Schoharie valleys were not only Whig strongholds but they formed the chief granary of the Colonies and they were the source of a great part of the food and other supplies for the American armies. In coöperation with the three foregoing converging movements, Sir Henry Clinton was to move up the Hudson River from New York against Albany. Here Burgoyne and Clinton were to join forces. Having conquered the important military base of Albany and having split the Colonies asunder, the combined British armies were to proceed at their leisure against the American forces in the other Colonies.

Burgoyne was defeated. St. Leger was repulsed. McDonald was routed and Clinton's expedition moved so slowly that it was a failure, although it forced the Highlands of the Hudson in one of the fiercest and bloodiest battles of the war. The campaign embraced five fierce battles—two at Saratoga, at Oriskany, Bennington and the Highlands.

To alarm and distract the patriots in the lower valley of the Hudson and on the seaboard, raiding expeditions were sent out from New York. Late in April, 1777, a strong British force sailed up the Hudson River to Peekskill with the idea of destroying American supplies at that location. General McDougall, the American commander, had too weak a force to defend the place. He ordered the supplies burned and retreated to the hills.

General Burgoyne was in Canada in 1776 with a large British force. He went to England early in 1777, but returned to Quebec on May 5, bearing the commission of a lieutenant-general and the

chief command of the British troops in Canada. He immediately started preparations for his proposed invasion of New York.

General Philip Schuyler was in command of the Northern Department of the American Army with headquarters at Albany. Early in the year, he wrote Washington that the invasion was expected and that at least 10,000 troops would be needed at Ticonderoga and 2,000 at Fort Stanwix to stem the British advance. Schuyler had secret agents in Canada who kept him posted on the progress of military affairs there.

Washington made strenuous efforts to strengthen the northern army. New York and New England troops were sent to Ticonderoga but not in sufficient numbers. They were also poorly supplied and fed. A strong redoubt was built on Mount Independence on the opposite shore of the lake but there were not enough American soldiers to hold the post. General Schuyler visited Fort Ticonderoga on June 20.

On that same day, Burgoyne's army started to sail up Lake Champlain from their camp at St. Johns. The British officers expected that the invasion would be more or less of a pleasure excursion to New York City and many of them took their wives along.

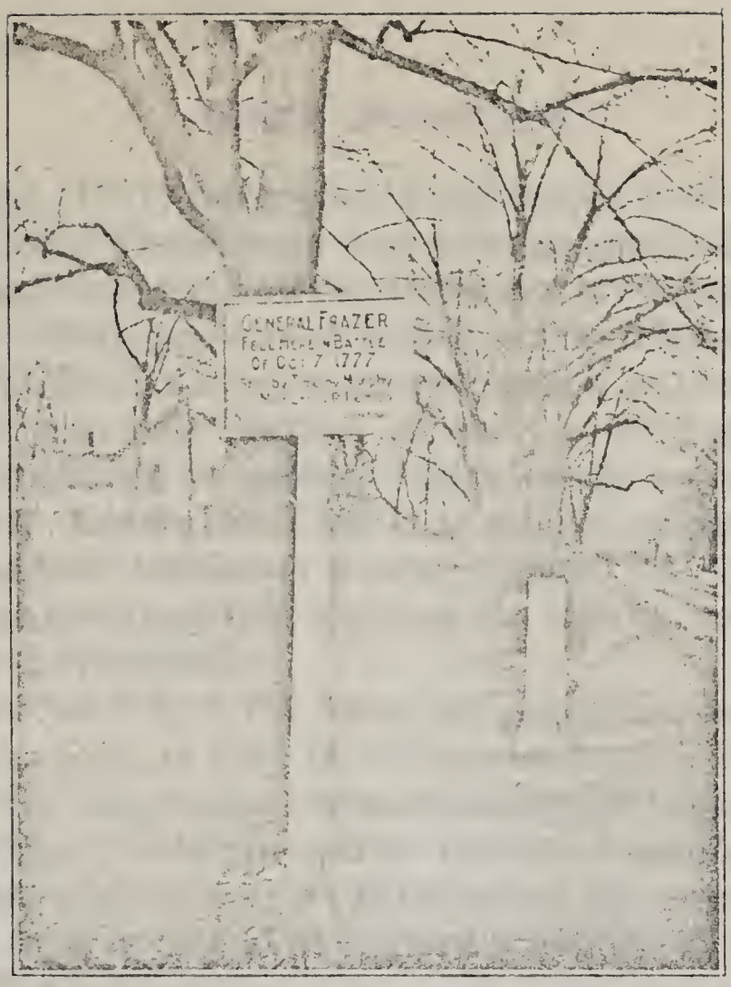
At about the same time, an expedition was sent to Oswego under command of Colonel St. Leger. With him was a force of Tories and Indians under command of Sir John Johnson. St. Leger's force in all comprised about 1,200 soldiers and Indian warriors.

Burgoyne's second in command was General William Phillips. Baron De Riedesel was in command of the Hessian troops in Burgoyne's army. Burgoyne's transports sailed leisurely up Lake Champlain. He anchored at the mouth of the Boquet River, in present Essex County, and gave a feast to 400 of his Indian allies. His army reached Crown Point on June 26, 1777. It then numbered a little less than 9,000 men. With it was a powerful train of artillery.

The American garrisons, at Fort Ticonderoga and Mount Independence, numbered about 3,500 men, commanded by General St. Clair.

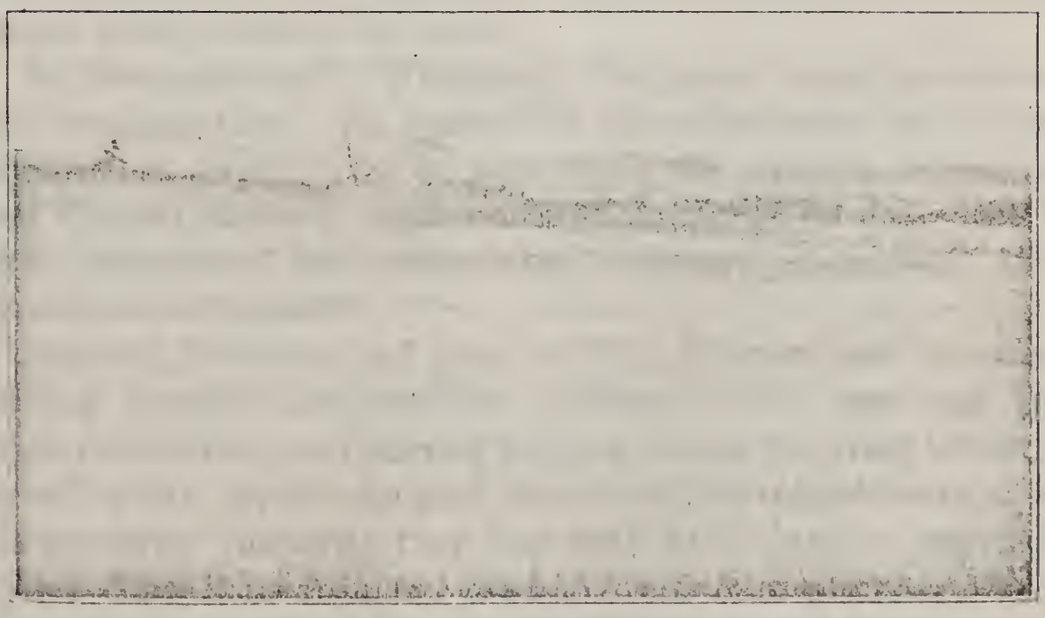
At Crown Point, Burgoyne issued a proclamation to the people of the Upper Hudson Valley which contained threats as to what the Indians might do if the patriots did not submit.

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SARATOGA BATTLEFIELD, WHERE FRAZER FELL

The two markers locate the site where General Frazer, of the British Army, fell in the decisive action of October 7. Tim Murphy, one of the crack shots of Morgan's Riflemen, killed Frazer



SCENE OF AMERICA'S GREATEST PAGEANT

The Saratoga Battlefield Sesquicentennial celebration and pageant was held in the natural amphitheatre shown in this photograph by the author. Over one hundred and fifty thousand spectators saw scenes suggesting the great decisive battle of the Revolution. Foothills of the Green Mountains are seen on the eastern side of the Hudson River. The Saratoga battlefield was a generally wooded section at the time of the conflict



On July 1, 1777, Burgoyne's army moved from Crown Point to attack Forts Ticonderoga and Independence. St. Clair had too few men to command all the points and strong positions about these posts. Burgoyne's army halted within three miles of Lake George. The British seized a strong position on the road to Lake George and also took position on the top of Mount Defiance. There they planted a battery which easily commanded Fort Ticonderoga. General St. Clair first saw this danger on July 5. A council of war decided on a secret flight. The invalids, stores and baggage were sent that night up the lake on boats to Skenesborough, now Whitehall.

At 2 a. m. on July 6, the American garrison crossed a floating bridge at the boom to Fort Independence, leaving 200 cannon in the fort. The Americans retreated southward through the forests of Vermont, hotly pursued by General Fraser's brigade and a detachment of Germans. At Hubbardton, the enemy caught the retreating Americans and gave them a beating in a short sharp battle. After this disaster, General St. Clair rallied about 2,000 of his army and finally succeeded in reaching Fort Edward. The American general did the only practicable military thing possible in evacuating Fort Ticonderoga. Had he held out, his whole force would have been captured. He also conducted his difficult retreat with considerable skill.

At Skenesborough (Whitehall) Burgoyne issued another military proclamation. He demanded the submission of the people and ordered deputies to be sent from the various townships to meet Colonel Skene in conference at Castleton on July 15. Burgoyne threatened the people with "military executions" if they refused this command.

General Schuyler had gone to Fort Edward and he issued a stirring counter proclamation. Schuyler had sent out troops which felled trees and burned bridges across the road which Burgoyne's army must take and the enemy's progress was slow on this account. Schuyler then had only 4,000 men to oppose Burgoyne. The British Army set out from Skenesborough but did not arrive before Fort Edward until the close of July.

At about this time, occurred the tragic killing of Jane McCrea. She was a daughter of a New Jersey clergyman and was visiting at Fort Edward at the time of the invasion. She was

engaged to a young man of that section who was a Tory soldier in Burgoyne's army. When the approaching enemy force came near Fort Edward, a band of Indians seized Miss McCrea and the woman friend, with whom she was visiting, and started to take them to the British camp at Sandy Hill. A party of Americans was sent out to attempt the rescue of the young women. When they came up to the kidnappers they fired on them and one of their bullets shot Miss McCrea through the head. She fell dead from her horse and one of her Indian captors scalped her and carried her long dark hair into the British camp as a trophy. Her fiance was so shocked by the tragedy that he left the army and retired to Canada carrying the scalplock of his sweetheart with him.

Friends of Miss McCrea recovered her body and took it to Fort Edward for burial. A fictitious story of romance and horror concerning the details of her death went abroad. In September, General Gates, who had superseded General Schuyler, sent a letter to Burgoyne concerning the McCrea tragedy which was full of exaggerations. In the letter, Gates held Burgoyne responsible for the young woman's death. Information as to this letter was widely circulated and it aroused great indignation and resulted in hundreds of young men volunteers joining the American Army.

The American Army continued to fall back before the advancing enemy until it reached Stillwater in August. General Schuyler resolved to make a stand there and he established a fortified camp for recruits who came in rapidly.

Supplies now began to run short in Burgoyne's army and his men began to want for food. While the British commander recognized the seriousness of his situation, his plans received a severe setback by the battle of Oriskany, which was fought on August 6, 1777, on the banks of the Mohawk River about nine miles west of Utica. The American militia, to the number of about 850, met about an equal number of British, Hessian and Tory troops and Indians. About half the forces on each side were killed or wounded and it proved to be the bloodiest battle of the Revolution in proportion to the numbers engaged. St. Leger's enemy troops of 1,200 men was besieging Fort Stanwix when the Americans under General Nicholas Herkimer, marched

to its relief. After a fierce fight of five hours, the enemy drew off. The Americans were also later compelled to retire. However, the enemy was so badly weakened that they could not take Fort Stanwix, which was commanded by Colonel Peter Ganse-voort of Albany, and Lieutenant-Colonel Marinus Willett of New York, who had a garrison of 750 men.

St. Leger invested Fort Stanwix on August 2, the same day that American reinforcements reached the post. They brought news of the adoption of the Stars and Stripes as the national flag by Congress on June 14, 1777. The officers of the garrison immediately set about making a flag of the new design. It was completed on August 3, 1777, and hoisted on the southwest bastion of the fort. It is said to have been the first national flag to have been raised over an American fort in the face of an enemy. During the battle of Oriskany, Colonel Willett, at the head of 250 men, made a sortie against the enemy camp. He brought back a number of wagon loads of supplies and also three British standards. These he had hoisted on the flagstaff underneath the Stars and Stripes.

Shortly after the Battle of Oriskany, Colonel Willett and Lieutenant Stockwell set out from Fort Stanwix for Schuyler's camp to secure aid for that post.

Burgoyne's campaign plans received a further setback when, on August 13, Captain McDonald, with a force of 150 Tories and Indians, was defeated by a company of 28 cavalrymen from Albany and a small force of Schoharie militiamen. This conflict is known as the Battle of the Flockey and it took place a few miles south of present Middleburg on the Schoharie River.

Shortly before this, Walter Butler had been arrested as an enemy spy at present Mohawk on the Mohawk River. He was sent to the Albany military prison from which he escaped.

On August 16, General Nicholas Herkimer, who commanded the American forces at Oriskany, died at his home, near present Little Falls, of a wound received in the battle. The General Herkimer Home is now State property and is used as a historical museum. It stands in a State Park of 136 acres.

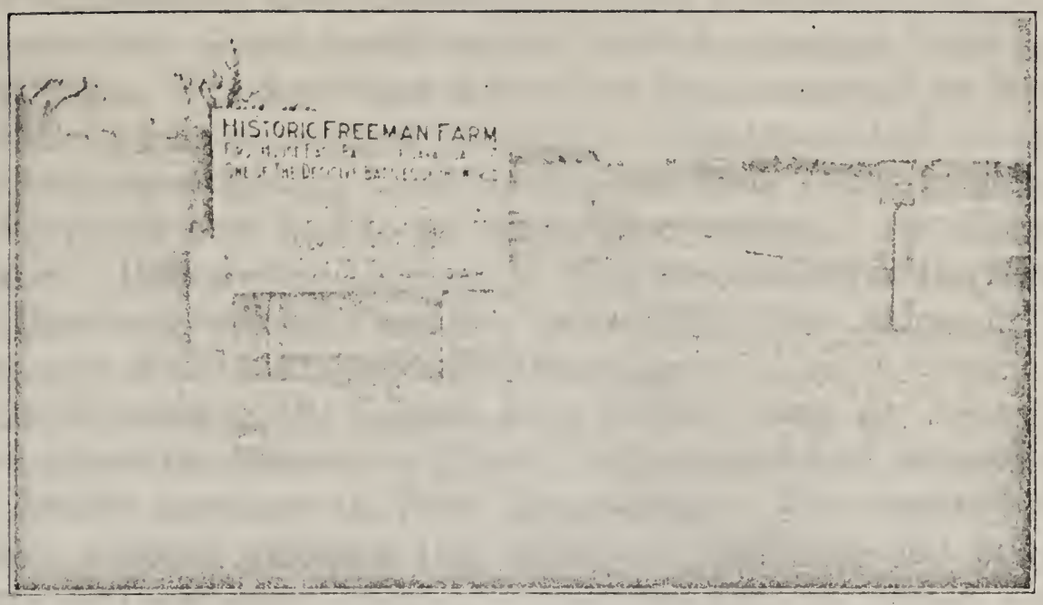
On August 16, a force of the British Army was defeated by American militia, under command of General John Stark, in a battle near Bennington, where a large amount of American

Army stores were located. As previously mentioned, the British soldiers were short of food and supplies and, accordingly, General Burgoyne sent Lieutenant-Colonel Breyman, with a force of Germans, Canadians, Tories and Indians to capture the supplies at Bennington. On August 16, 1777, a severe battle occurred. The enemy was completely defeated and 700 of their number were captured. This was the severest setback which Burgoyne had yet experienced. Others were to soon follow.

After the Battle of Oriskany, on August 6, General Schuyler's main American Army fell back from Stillwater down the Hudson to the mouth of the Mohawk. Here he fortified the islands in the river's estuary. General Schuyler kept an advance camp at Stillwater. To this camp, came Colonel Willett and Lieutenant Stockwell, after a 120 mile trip from Fort Stanwix on the Mohawk River. They asked aid for beleagured Fort Stanwix. General Benedict Arnold offered his services and, on August 13, 800 volunteers were enrolled for the expedition. Arnold marched his army along the Mohawk River to Fort Dayton where he was joined by about 100 Mohawk Valley militia. He then pressed on to Fort Stanwix. Learning of his coming, St. Leger's Indians ran away on August 22 and the rest of his force immediately followed. Arnold reached the fort on August 23 and his army was received with hearty cheers by the garrison. This was another severe setback for Burgoyne and one of the great services which Benedict Arnold rendered his country during the Saratoga campaign.

Burgoyne's situation was now critical. Learning of the reverse at Bennington, his Canadian and Indian troops deserted by the hundreds. Burgoyne was then at Schuylerville. By hard work, he soon afterward had a month's provisions brought from his base of supplies at the head of Lake George.

General Philip Schuyler was now superseded by General Horatio Gates in the chief command of the American Army. The change was brought about by the schemes of the powerful and active Gates faction in Congress. Schuyler was the victim of a conspiracy but he was a true patriot and he offered to aid Gates to his full ability. The jealous and inefficient Gates did not accept Schuyler's generous offer.



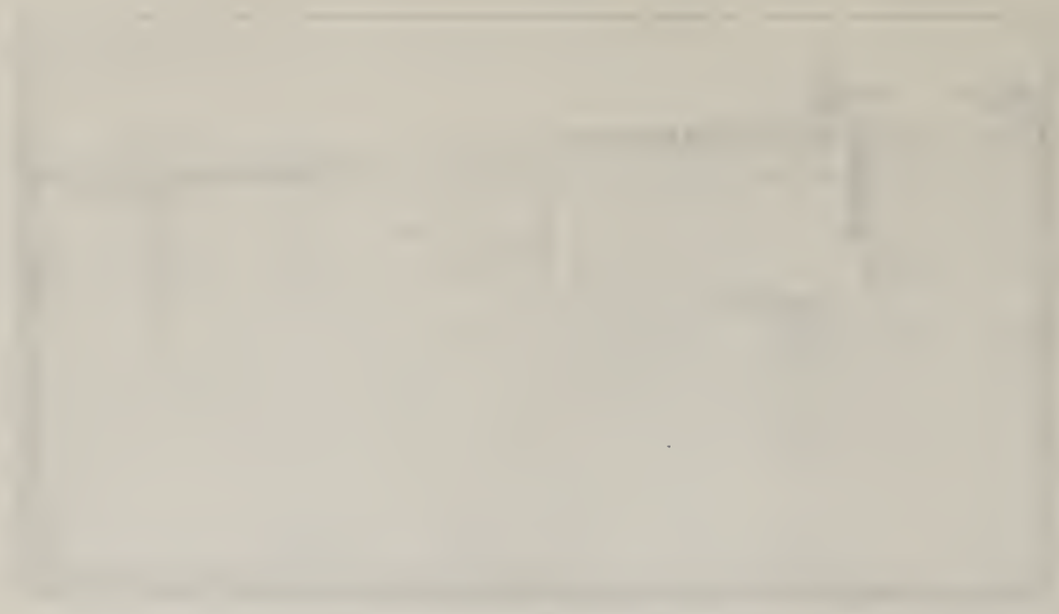
SARATOGA BATTLEFIELD

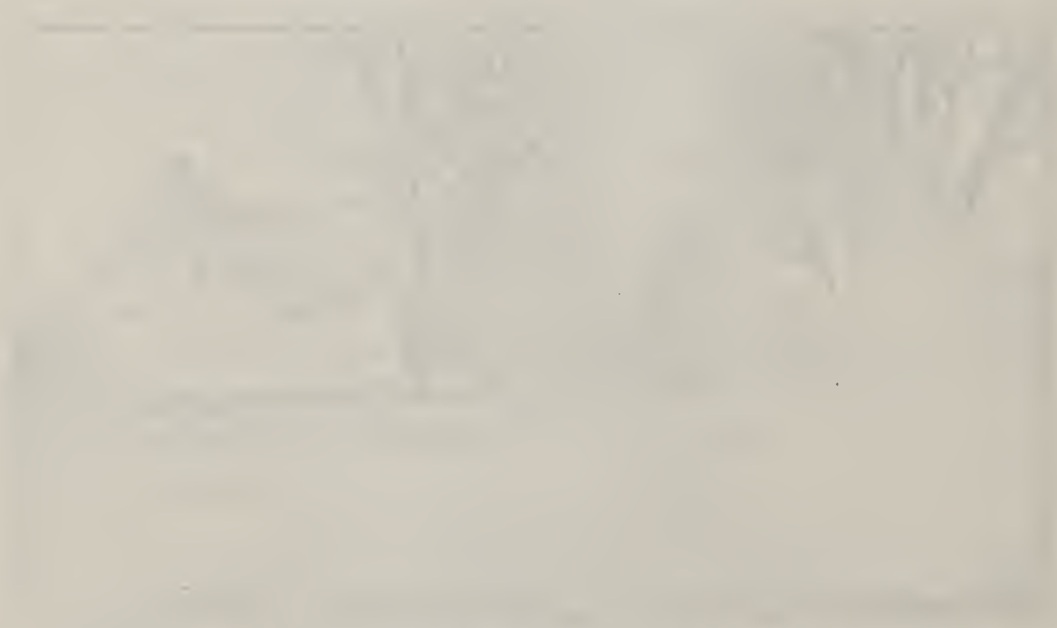
The picture shows the northern part of the field. Arnold's famous charge was made across this area. After attacking the Great Redoubt (marked by the wooded section on the right) he led his men northward to the attack on the Breyman Redoubt which he captured



PRESENT FREEMAN FARMHOUSE, SARATOGA BATTLEFIELD

The original Freeman farmhouse stood about two hundred feet southward of this structure, which will probably be utilized as a public museum. The road seen in the picture runs entirely around the main section of the battlefield. The conflict is often referred to as the Battle of Freeman's Farm. Two eagles were soaring over the battlefield when this picture was taken by the author in the spring of 1930





The American Army continued to grow in numbers and, early in September, Gates found he had a much stronger force than Burgoyne's. The American Army was then encamped on Bemis Heights, two miles north of Stillwater. The troops had a line of fortifications extending from the Hudson River to the heights.

Burgoyne now had to go forward or retreat. He chose to advance. He marched his army to within two miles of the American lines and took up a position on a series of low ridges on the north side of the battleground of Saratoga.

On September 18, Colonel John Brown, with an American force, seized the battery on Mount Defiance and had cannonaded the British garrison in Fort Ticonderoga. He captured 300 British soldiers, released 100 American prisoners and burned nearly 200 transport boats, 17 gunboats and an armed sloop, which had been used in Burgoyne's transport. These successes, of American troops under Colonel Brown, formed another setback for the British general.

Learning that American troops were in his rear, Burgoyne decided to fight it out. He ordered battle lines to advance on the morning of September 19. General Arnold, who commanded a division, saw the preparations for attack and sent to General Gates for reinforcements to meet the advance. The timid Gates wanted to make it a defensive action but he finally sent Colonel Morgan's riflemen and Colonels Dearborn and Scanimell with infantry to attack the Tories and Indians. A severe skirmish followed after which both sides retired to their lines. Gates stayed in his tent.

At eleven o'clock, Burgoyne ordered a general advance. General Fraser attempted to turn the American left wing commanded by Arnold. The latter countered with an attempt by the Americans to turn the British right. Arnold failed because Gates refused to send him reenforcements. Arnold's men fell back. Fraser called up reenforcements. Arnold then brought his entire division into action and attacked so powerfully that the British line fell into confusion.

General Phillips brought up fresh British troops and artillery and Germans under Riedesel. The fight raged bitterly. The Germans made a furious flank attack which saved the British from defeat.

In the middle of the afternoon, Burgoyne ordered a bayonet charge following a heavy cannonade. The Americans, however, threw back this attack. Arnold went to Gates and begged for reinforcements but was refused. Arnold thereupon galloped back into the thick of the fight. The battle went on for three hours longer with the lines wavering back and forth with no decisive result being gained by either side. Darkness ended the struggle. The British slept on their arms and the Americans slept within their own lines. Gates had spent the day drinking in his tent and, it is said that only two generals, Arnold and Learned, fought on the field. Arnold's splendid spirit and generalship had saved the day for America. Had he been supported by Gates, the Americans would have been victorious. Gates was jealous of Arnold and Morgan and did not mention them in his official report. Burgoyne was similarly jealous of Riedesel and withheld the honor due the German general in his report of the battle. Riedesel and his German troops probably saved the day for the British Army.

Burgoyne expected an early renewal of the American attack. He had lost 600 men in the battle of September 19. Hurriedly burying his dead, he withdrew to low hills about two miles from the American lines. The officers and men of the British Army were depressed by the first Battle of Saratoga. On September 21, Burgoyne received a dispatch from Clinton announcing his expedition up the Hudson River. He sent word to Clinton that he could hold out until October 14.

Early in October, General Sir Henry Clinton started his movement up the Hudson to aid and join Burgoyne.

The Americans had fortified the Highlands with three posts with which they hoped to hold the British in check. These were Forts Clinton and Montgomery, on the west side of the Hudson River and Fort Constitution on the island of that name on the east shore of the Hudson opposite West Point. These forts were insufficiently garrisoned by 2,000 American troops under the command of General Israel Putnam, who had his headquarters at Peekskill. Forts Clinton and Montgomery were commanded by General and Governor George Clinton and General James Clinton, father of Governor DeWitt Clinton.

On October 4, 1777, General Clinton started his British force up the Hudson in many boats. His army numbered between three and four thousand soldiers. His navy was commanded by Commodore Hotham. Clinton landed his men at Verplanck's Point and made a feint at attacking Peekskill. Putnam was deceived and sent to Governor Clinton for reinforcements. Clinton sensed the deception and refused to send them.

Under cover of a heavy fog, on the morning of October 6, Howe led 2,000 of his men across the Hudson River to Stony Point. There he split his little army into two divisions. One party of 1,200 men, under General Vaughan accompanied by General Clinton, marched through a pass, in the rear of the Dunderberg, to attack Fort Clinton. The other force of 900 men, under Lieutenant-Colonel Campbell, made an extended march around Bear Mountain to attack Fort Montgomery. Clinton ordered up his warships to fire their cannon point blank at the two forts when the British should attack by land.

Vaughan's advance guard met an American scouting party on the shores of Lake Sinnisink, or Hessian Pond, at the foot of Bear Mountain. A short, sharp battle followed after which the Americans retreated to Fort Montgomery a short distance north. Toward evening Colonel Campbell and his men reached the fort and demanded its surrender which General Clinton refused. The American militia defended the post until night when they fled into the mountains. General James Clinton was badly wounded but managed to make his way over the mountains to his home at New Windsor near Newburgh. General-Governor George Clinton crossed the river and reached General Putnam's camp at Peekskill.

Following the American evacuation, the British occupied both forts—Clinton and Montgomery.

The Americans had placed a boom across the Hudson River in an attempt to block the British fleet's sail up the Hudson. The American frigate, *Montgomery,* and a row galley lay above the boom. The frigate's captain attempted to sail his ship northward but there was no wind and so he ordered both craft to be set on fire. The conflagration, on the water in the midst of one of the most rugged and picturesque sections of the wonderful Highlands, was said to have been a magnificent spectacle, which

was especially enjoyed by the British victors in Forts Montgomery and Clinton.

The battle for the two forts had been a desperate one and General Clinton had been wounded in the thigh by a British bayonet during the assault. Many were killed and wounded on both sides. Hessian Pond is said to have received its name from the fact that several bodies of Hessian soldiers were thrown into the lake after the battle.

About 200 American soldiers reached New Windsor with General Clinton. On October 7, he was joined by Governor Clinton. The whole force retreated to Kingston.

On the morning of October 7, the British broke the boom and chain with which the Americans had obstructed the river. After that, a flying squadron of light vessels sailed up the Hudson bearing all of Clinton's army. On the way, they captured Fort Constitution. On that day, the main British Army, under General Burgoyne, was decisively defeated in the second Battle of Saratoga.

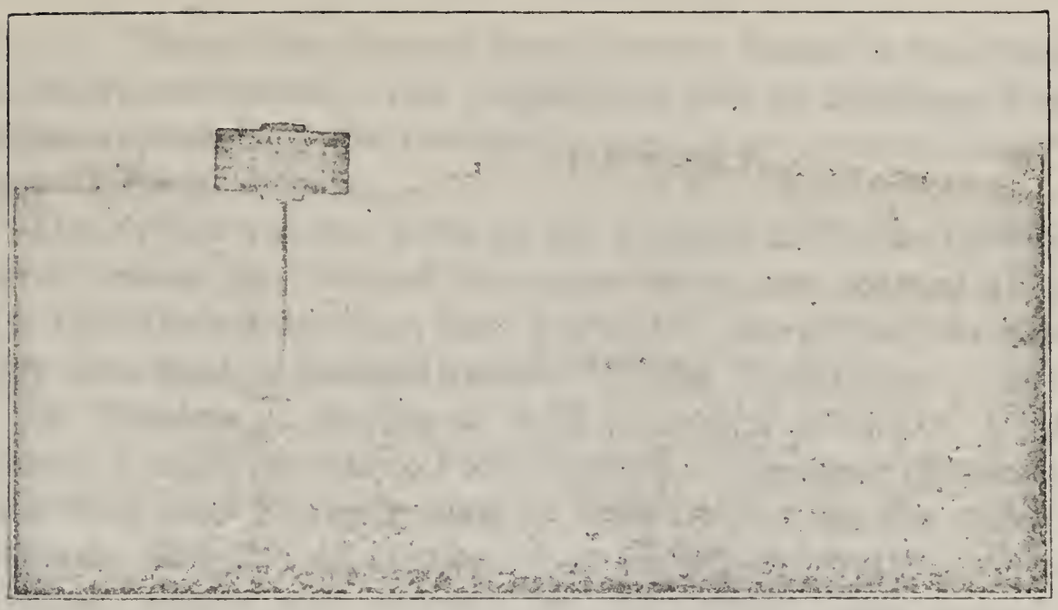
Before starting on his sail up the Hudson, Clinton sent a courier northward by land bearing a message for Burgoyne. It was written on tissue paper and placed in a hollow silver two-piece bullet of a size which could easily be swallowed. The courier went up the west shore of the Hudson to Clinton's camp at New Windsor. Here he was arrested on suspicion of being a spy and he was seen to put something in his mouth and swallow it. He was given an emetic and the silver bullet was discovered and the message was found. The messenger was hanged as a spy near Kingston when that village was burning after being fired by Clinton's British soldiers.

Due to the foregoing circumstances, Burgoyne never received Clinton's message and he was, therefore, more willing to surrender than he would have been if he had expected help from the Hudson River expedition.

General Vaughan commanded the British raiding force of 3,600 men. Every vessel, which was found on the river's shores, was burned or sunk. Houses of prominent patriots were fired upon and landing parties, which were put ashore from time to time, desolated whole neighborhoods with fire and sword. The raiders reached Kingston, then the capital of the state, on Octo-

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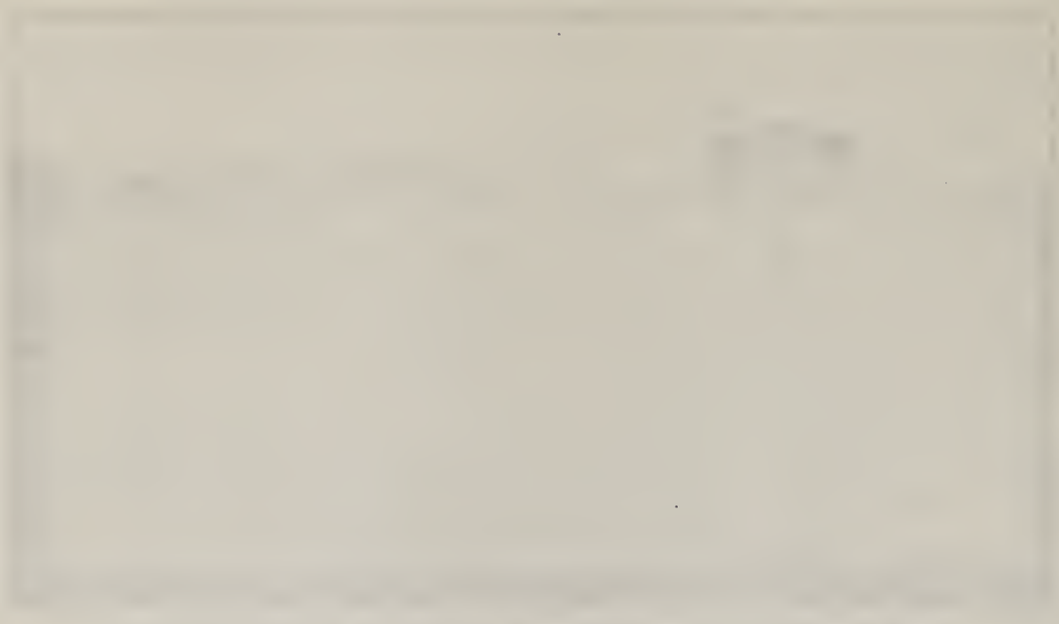
THE BREYMAN REDOUBT, SARATOGA BATTLEFIELD

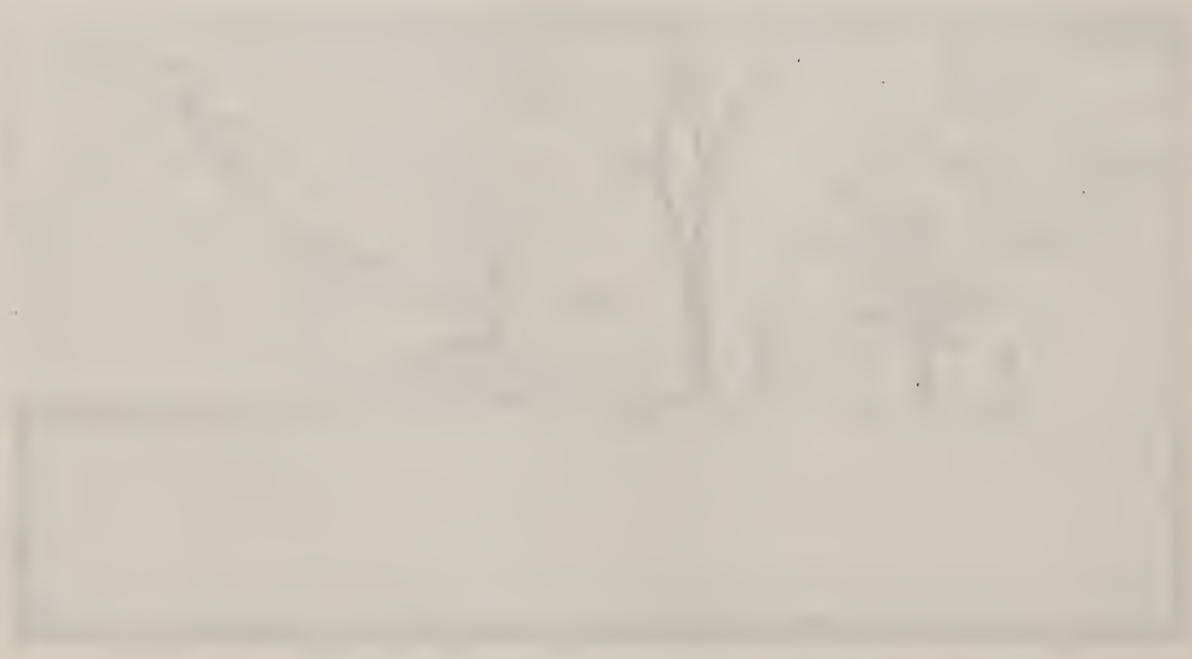
General Benedict Arnold led American troops in a furious charge against this position, which was held by Hessian troops. He captured the position but fell wounded in the last firing of the action. This success made the American victory of October 7 complete. The Continental troops advanced across the foreground space and took the redoubt which is marked by the woods in the distance



AMERICAN ARMY HEADQUARTERS, SARATOGA BATTLEFIELD

The shaft to the right of the marker sign locates the site of Fort Neilson; next is the Blockhouse Museum, then the Period House, and, on the right, the original house which was the headquarters of Generals Poor and Larned. This is the only existing structure which stood on the ground at the time of the battle. The boulder marker was erected in honor of General Poor and the New Hampshire troops who were in the battle. The well house covers the well from which the American soldiers secured water at the time of the battle





ber 13. There they burned nearly every house in the thriving neighborhood center. The Legislature fled to Dutchess County on the approach of the marauders and later resumed their sittings at Poughkeepsie.

The British raiders went up the Hudson as far as Livingston Manor, where they burned the manor house, and started to otherwise ruin the estate when they learned of Burgoyne's surrender. They then made a hurried retreat to New York City.

On October 4, Burgoyne held a council of war. Riedesel favored a rapid retreat to Fort Edward. The other officers overruled him and Fraser's plan to fight it out on the field was adopted. The 7th of October was set for the battle. On that morning, liquor and rations for four days were served the soldiers.

Burgoyne then moved toward the American left with 1,500 picked men and ten pieces of artillery. He masked this movement by making it behind a forest screen three-fourths of a mile from the American lines. Generals Riedesel, Phillips and Fraser were with Burgoyne, who sent out a party of Canadians, Tories and Indians to attack the American line in the rear while he struck its front.

Burgoyne's movements were discovered before he started the battle. The American drums beat to arms and the soldiers stood on their battle lines. The American Army had received reinforcements from General Lincoln. It now numbered about 10,000 men, and greatly exceeded the British force. Gates sent Morgan's riflemen and a body of infantry to attack the flank and rear of the British lines. At the same time, the New York militia, under General Ten Broeck, and the New Hampshire militia advanced to attack the British left. In the meantime, the Canadians and Tories had turned the American flank and had attacked their pickets in the rear. British Grenadiers now joined in this enemy attack and drove the Americans back to their lines where a sharp action was fought lasting half an hour. Morgan's Riflemen then attacked the enemy so vigorously that they were driven in confusion back to the British line, which then stood in battle order in an open field.

The right of the British line was composed of Grenadiers, under Major Ackland, and artillery, commanded by Major Phil-

lips. The left stood on rising ground. British, under General Phillips, and Germans, under Baron Riedesel composed the centre. Infantry, under Earl Balcarras, made up the extreme left. General Fraser, at the head of 500 picked men, was a short distance ahead of the British right, ready to attack the left front of the American line.

Burgoyne was ready to advance, at three o'clock in the afternoon, when a cannonade opened up on his left and gunfire on his right. General Poor led his New Englanders up the slope where the troops and artillery of the British right were stationed. The Americans charged the cannon and a hot fight took place around the pieces. One gun changed hands five times. Major Ackland was wounded and Major Williams was made a prisoner. The British finally fled and the Americans held the position and the eight brass cannon.

Morgan's Riflemen attacked Fraser's British troops and drove them back upon the battle line. Colonel Dearborn led an attack upon the British front which broke for a time but soon rallied.

At this time, General Arnold rode up to the front. He had been so irritated by the treatment of General Gates that he had demanded a pass to General Washington's headquarters. Gates had willingly granted this request, as he did not want Arnold to share any of the glory of the success which the commander now felt was assured to the American Army. Gates assigned Arnold's division to General Lincoln. The officers of the American Army persuaded Arnold to remain but Gates refused to give him another command.

Arnold thus had no authority to fight or command but that did not keep him from the battle. He said "No man shall keep me from the field today. If I am without command, I will fight in the ranks but the soldiers, God bless them, will follow my lead." After hearing the firing at the battlefront for some time, Arnold jumped on his horse and galloped to the field. One of Gates' aides was sent to recall him but Arnold rode into the thick of the fight where the aid feared to follow. Arnold rode into his former division and his former soldiers welcomed him with cheers. He, at once, led them against the British center, riding

along the line, giving orders and constantly exposed to the enemy's fire.

Arnold's men struck the German front which stood firm at the first assault. Again Arnold ordered an attack and he rode at the head of the advance. The Americans again advanced, attacked furiously and the Hessians broke and fell back. The battle now became general along the whole front with Arnold and Morgan the moving spirits of the American battle lines.

On the British front, General Fraser was the directing soul of the battle. Again and again, he rallied the wavering line and brought order out of confusion. Arnold saw this and said to Morgan: "That officer, in full uniform, is General Fraser. It is essential to our success that he be disposed of. Direct the attention of some of your sharpshooters of your riflemen to him."

Morgan detailed several sharpshooters to kill Fraser. Tim Murphy, one of Morgan's best shots, brought Fraser down with a mortal wound. When Fraser fell, news of it flew along the British line and had a marked effect. Just then General Ten Broeck led 3,000 New York State militia in an advance and the British line gave way and the men ran back to their entrenchments. The Americans then attacked all along the line.

Arnold led a bayonet charge against the troops under Balcarras and drove them back. He then attempted to charge the British camp but was forced back. Then Arnold led Learned's brigade against the British right. Here the British finally gave way leaving the Germans exposed. Arnold then ordered Wessen's and Livingston's New York regiments and Morgan's Riflemen to make a general attack while he led Brooks' Massachusetts regiment against the Germans under Colonel Breyman. They were stationed at what is now called Breyman's Redoubt. Arnold led the American charge into this breastwork and the Hessians broke and fled. As they retired they turned and fired a volley. A shot killed Arnold's horse and wounded him in the same leg which had been hurt in the assault on Quebec.

Arnold was down but the Americans had won the battle. Just then Gates' aid came up with the order for Arnold to return.

Although the British lines were broken, it was now so dark that the Americans could not follow up their advantage.

The British loss had been about 700 killed, wounded and made prisoners. The American loss was about 150 killed and wounded, which seems very low for such an all-day action.

On that night, the British abandoned their camp and moved to high ground near the river and in the rear of their military hospital.

On the morning of October 8, the American Army moved forward and occupied the British camp, from which they kept up a fire all day on the new British position. Burgoyne's army lay under arms all day. During the skirmishing of October 8, General Lincoln was shot in the leg.

General Fraser died on the morning of October 8. His dying request was that he be buried in the Great Redoubt. This was done at six o'clock in the evening of the same day, while shots from the American Army were flying around. General Winslow commanded the American artillery. As soon as he learned that the assemblage was Fraser's funeral procession, he ordered the cannonading to stop and that minute guns be fired in honor of the dead general, which was done.

Old time historians and sentimentalists have published criticisms of the killing of Fraser by order of Arnold. Such references seem ridiculous at the present time. The object of battle is for one side to kill as many of the enemy as possible and it is far more essential to kill the officers than the men. Under the conditions of warfare—all of which is barbarous—the shooting of Fraser was justifiable, just as the killing of any officer or soldier in warfare is justifiable. If the reasoning is that all warfare is not only barbarous and murderous but unutterably stupid and unjustifiable, then it will be brought out with better effect.

The movements of the British and American armies, between the American victory at the second battle on Bemis Heights on October 7, and Burgoyne's surrender, at Schuylerville on October 17, has been given but little attention in most histories.

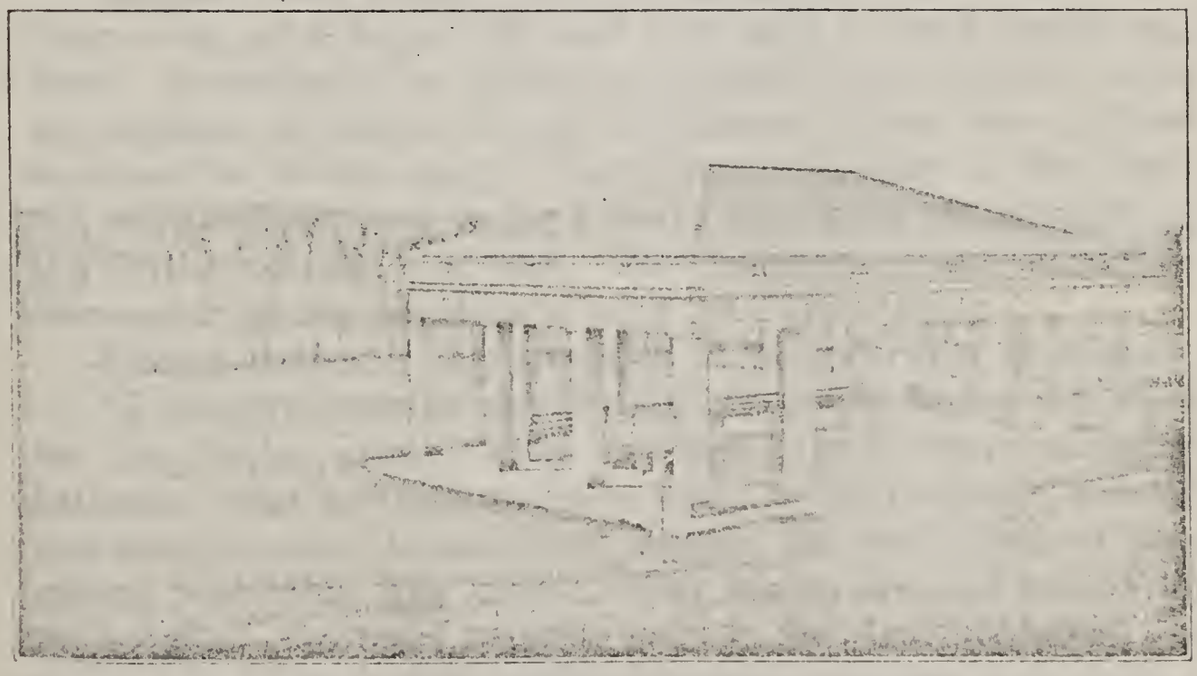
Before the battle of October 7, Gates sent General Fellows with 1,500 men to the east bank of the Hudson to hold the Saratoga ford at Schuylerville. The British started their retreat on the night of October 8. A heavy rain fell on October 9, which delayed Burgoyne's army so that it did not reach Schuylerville until the morning of October 10. Although it had suffered

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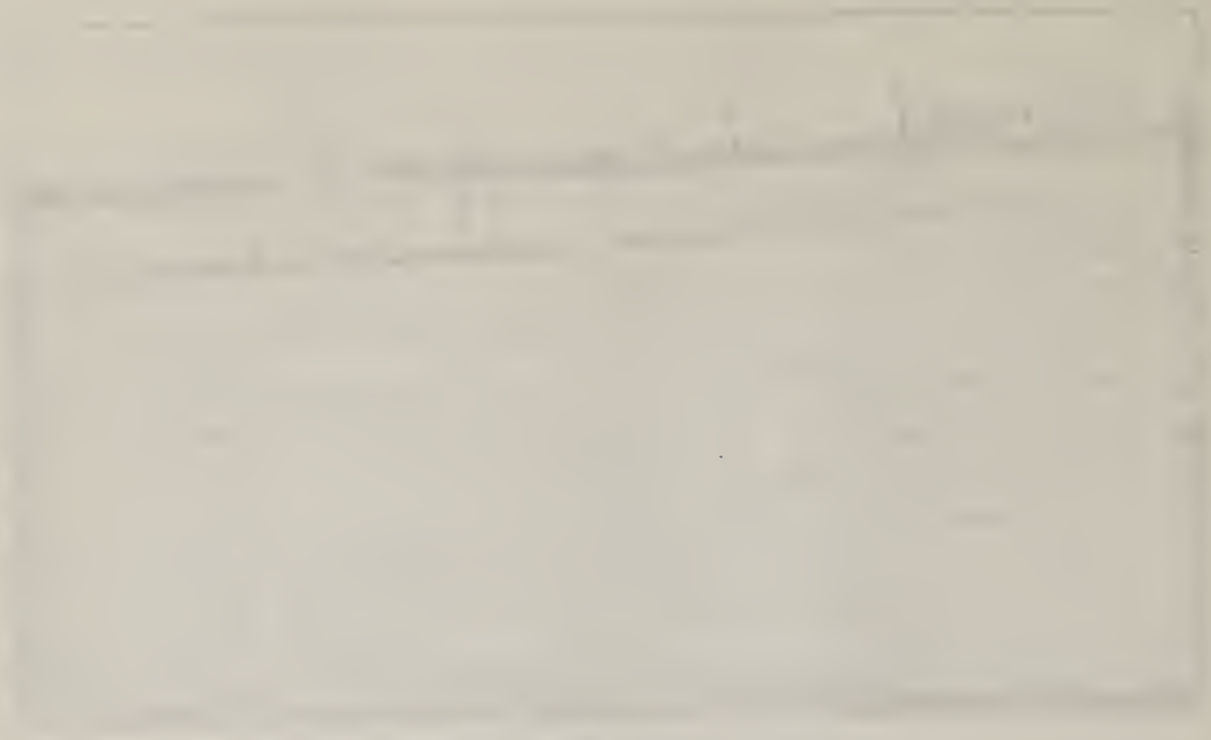
THE SARATOGA BATTLEFIELD

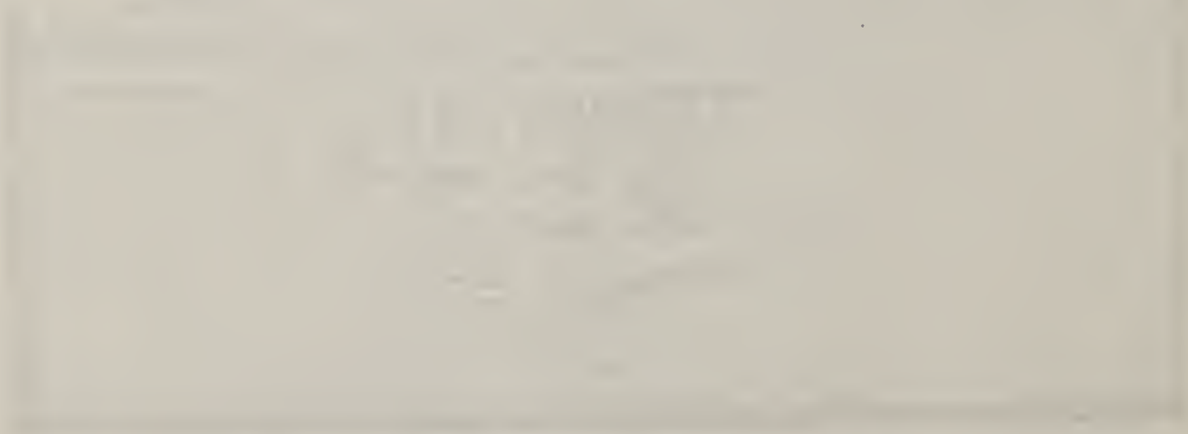
General view of the western part of the field where the two battles of Saratoga were fought. The British Army occupied the heights on the left and in the distance. The American advance was made over the foreground and the broad field in the middle distance was the scene of bitter fighting



MEMORIAL PAVILION AND SOLDIERS' CEMETERY, SARATOGA BATTLEFIELD

Many of the American soldiers who were killed in the two battles (September 19 and October 7) lie buried in the field to the rear of the Pavilion. Hon. George O. Slingerland, superintendent of the Saratoga Battlefield (State Park) has had evergreens planted outlining the burial field





severe losses, the British Army was still formidable. Had Burgoyne moved quickly, the American troops under Fellows would have been defeated or captured. By October 10, Fellows had received orders from Gates to recross the Hudson and oppose the British passage which he did.

Several bodies of militia were ordered to post themselves to the rear of the enemy to prevent escape. Colonel Cochran, with 200 men, took possession of Fort Edward.

Of this feature of the campaign, Neilson writes in his "Burgoyne Campaign:"

"A small detachment had been sent off by Burgoyne to possess themselves of Fort Edward, but Col. Cochran with about 200 men, had already taken possession of that place and, on the arrival of the British detachment at Deadman's Point, on the opposite side of the river, piles of logs and brush, which had been collected on the first rise of Fort Edward hill by the British on their advance, having now become dry, were set on fire in the night, which, at a distance, had the appearance of a large encampment. When the British troops saw the fire, they, supposing the American troops to be as numerous in the rear as in the front, hastily retreated to their camp at Fish Creek."

General Gates believed that the British had retreated from their camp at Schuylerville and that only a small guard was there. Accordingly, he ordered an advance in the morning, when the brigades of General Nixon and General Glover were ordered to attack the British camp. These troops advanced to the attack but were ordered back under a heavy fire, when the strength of the British position was seen. The American troops were then disposed in strong positions around the British camp.

Neilson writes of this situation at Schuylerville as follows:

"A few days more of anxiety, fatigue and suffering remained for the British army. They had lost part of their provision batteaux, taken by the Americans while on their retreat, and the rest being exposed to imminent danger, the small stock of provisions remaining was landed under heavy fire and hauled up the heights. On these heights, near to the flats bordering the river, was formed their fortified camp, extending over half a mile in rear and strengthened by artillery. Most of their artil-

lery, however, was back on the plain and on an elevated piece of ground northeast of the present village of Schuylerville.

"General Gates' army was encamped on the south side of Fish Creek and parallel to it; the corps of Colonel Morgan lay west and northwest of the British Army and General Fellows, whose forces were now increased to 2,000 men, was on the east side of the Hudson, ready to dispute the passage of that stream should it be attempted. Fort Edward was occupied by the Americans—a fortified camp was formed on the high ground between this fort and Fort George and numerous parties were stationed up and down the river. Thus, the desperate resolution, which had been taken in General Burgoyne's camp, of abandoning their artillery and baggage and (with no more provisions than they could carry on their backs), forcing their way by a rapid night march, in this manner gaining one of the lakes, was rendered abortive.

"Every part of the royal army was now exposed, not only to cannon balls but to rifle shot. Not a single place of safety could be found, not a corner where a council could be held, a dinner taken in peace or where the sick and wounded, the females and the children could find an asylum. Even the access to the river was rendered very hazardous by the numerous rifle shots and the army was soon distressed for want of water."

Burgoyne perceived that his situation was impossible and that surrender was inevitable. He called a council, which not only the generals and the field officers but the captains of companies were invited to attend. While they were in conference, the American rifle balls whistled around them and even pierced the tent. The council decided to open negotiations with General Gates.

On October 14, just one week after the Second Battle of Saratoga, General Burgoyne sent Major Kingston to the American headquarters with a proposition for "a cessation of arms," which he presented to General Gates. The American commander already had terms drawn up. Two American officers and two British officers thereupon met to consider a "convention," as General Burgoyne wished it called. They met on October 15 and signed articles of capitulation.

In the night, a messenger from Clinton reached Burgoyne, telling of the British victories in the lower Hudson Valley and

that Clinton's men had reached Esopus or Kingston. Burgoyne called a council of war. Only the commander was in favor of further fighting.

Learning of the message which had reached Burgoyne, Gates formed his troops in battle formation on the morning of October 16 and sent word to Burgoyne that he must surrender or fight. Faced with this alternative, General Burgoyne signed the terms of surrender. These articles were most liberal in their character and reflect much credit upon General Gates.

The British, Hessian and Canadian troops included in the surrender amounted to 5,792 men. Burgoyne had lost about 4,000 men, since he started from Canada on his invasion of New York State. These numbers included killed, wounded, captured and deserters.

On the morning of October 17, 1777, Colonel Wilkinson, of the American Army, went to General Burgoyne in his camp and together they rode to the green in front of old Fort Hardy, on the north bank of Fish Creek near its junction with the Hudson. This had been appointed by Gates as the place where the British troops were to lay down their arms. Afterwards, General Burgoyne, with a large staff of British and German officers, rode to General Gates' camp. The greatest courtesy was observed by the two commanders. General Gates then entertained Burgoyne and his staff at dinner. Neilson says that Burgoyne was dressed "in a rich, royal uniform and Gates in a plain, blue frock." He also says that "the conduct of General Gates throughout, after the terms of surrender had been adjusted, was marked with equal delicacy and magnanimity, as Burgoyne himself admitted in a letter to the Earl of Derby."

The British troops left their camp and marched to the green in front of old Fort Hardy, where they laid down their arms and emptied their cartridge boxes. By order of General Gates, no American soldiers were in sight. This was done in order that there should be no spectators to the humiliation of the British and German soldiers and so that no insults might be offered them by their American conquerors.

The British soldiers were then formed in line, preceded by two mounted officers bearing the Stars and Stripes. They then marched along the road for nearly a mile through the American

camp and between long lines of American troops who were paraded on each side of the road. As the British passed, Gates and Burgoyne came out of the American commander's tent, where they had been dining. Both commanders faced front and Burgoyne drew his sword and presented it to Gates who quickly and courteously returned it. They then again entered Gates' marquee.

The British and German troops continued their march with the Hessians in the rear. It is said that their heavy helmets were alone "equal to the whole equipment of a light infantry soldier." Many of them deserted to the American Army both before and after the Schuylerville surrender. Many of these deserters remained and settled in America. There were many German women with the Hessian troops. Neilson says that both men and women were an untidy lot.

It is said that no insults were given by the American troops to the British and Hessians as the men of the beaten army marched away. However, after they got out of the American camp, it is said that many of the British troops became very abusive, cursing the Americans and their own condition.

The enemy troops were escorted by New England militia. They marched south to Stillwater, where they crossed the Hudson on a bridge of rafts, which had been built by the American Army when it was encamped on Bemis Heights before the battles. The British and German troops marched from Stillwater across present northern Rensselaer County and through Vermont and Massachusetts to Boston.

On the night of the surrender, October 17, a number of Indians and squaws, all that remained of Burgoyne's Indian detachment, were put under a strong guard as it was feared that the American militiamen might kill these savages, whose presence they deeply resented in what they considered should have been a white man's fight.

Of Arnold's action during the fight of October 7, Neilson says: "General Arnold * * * who, though he had not been reinstated in his command, since the dispute with General Gates, rode about the field, giving orders in every direction, sometimes in direct opposition to those of the commander, at others leading a platoon in person and exposing himself to the hottest fire of the

enemy. Being the highest officer in rank that appeared on the field, his orders were obeyed when practicable. But all accounts agree that his conduct was rash in the extreme, indicating rather the frenzy of a madman than the considerate wisdom of an experienced general. He threw himself heedlessly into the most exposed situations, brandishing his sword in the air, animating his troops and urging them forward."

Neilson also writes as follows about the women camp followers with the American Army and the plundering of the dead following the battles:

"Accompanying the American Army, were a great number of women, principally foreigners, many of whom had husbands or brothers in the action, and many who followed merely for the sake of plunder, as was manifested during the night after the action of the 7th October. The next morning after the battle, every man that was left dead on the field and even those who were supposed to be mortally wounded, and not yet dead but helpless, were found stript of their clothing, which rendered it almost impossible to distinguish between American and British. But, during the action, a heart-rending and yet, to some, a laughable scene took place in the American camp and, probably, the same in the British. In the heat of the battle and, while the cannon were constantly roaring like peals of distant thunder and making the earth to quake from its very foundation, some of the women, wringing their hands, apparently in the utmost distress, and frantically tearing their hair, in the agony of their feelings, were heard to cry out, in the most lamentable exclamations: 'Och, my poor husband, my poor husband! Lord Jesus, spare my poor husband!' Which would often be repeated and, sometimes, by fifteen or twenty voices at once, while the more hardened ones, and those rejoicing in the prospects of plunder, would break out in blasphemous imprecations, exclaiming: 'Damn your poor husband! You can get another.' And, in this manner, the scene continued during the action and I have heard it observed, by those who were present, that they could not help smiling, even through their tears, at the pitiful exhibition."

It would seem that we have progressed somewhat on the road toward civilization, for there are few people today who would consider such a tragic incident as at all "laughable." It is also

inconceivable that any human being would strip a mortally or severely wounded soldier of his clothing, particularly on an October night.

Charles Neilson wrote his "Burgoyne's Campaign" in 1843 and 1844.

Undoubtedly, the correct name of the two battles should be "the Battles of Bemis Heights," as they took place on Bemis Heights along the Hudson River. The general title and one which will probably continue in popular use is "the Battle of Saratoga," although two battles were fought on the same ground.

These two great conflicts have also been called "the Battles of Freeman's Farm," as they were mainly fought on that farm. The name "Battle of Stillwater" has also been given to the actions, because of the fact that the only settlement near the battlefield was the little hamlet of Stillwater, two miles or more southward.

The name "Battle of Saratoga," comes from the fact that the conflict took place in "Saratoga," meaning a large region then bearing that name, which included the greater part of present Saratoga County. In Colonial and Revolutionary days, it was common for people to use regional names to apply to practically any locality in such a district, which, as a rule, had very indefinite limits.

It would be most interesting to trace the movements of the American troops following the Battle of Saratoga and to note what regiments remained in service and where they were later stationed. The author of this work has been unable to follow any such movements immediately after the surrender of Burgoyne at Schuylerville. The militia, of course, returned to the states from which they came and most of them were probably soon disbanded thereafter.

The victory at Saratoga, of course, caused tremendous rejoicing among the American people and it had a truly immense effect abroad. The European nations and the mass of the English people began to give serious consideration to a nation whose soldiers had defeated some of the best troops of Europe in a pitched battle.

The Battle of Saratoga of October 7 was the turning point of the Revolution. The most marked good for the American

cause, which developed as a result of the Battles of Saratoga was the offensive and defensive alliance which was concluded between France and the United States on February 6, 1778. The news of this great event reached America in April and, on May 2, Congress ratified the treaty. The alliance of France with the United States gave the American cause the necessary added military power with which to win the War for Independence.

BATTLE OF BENNINGTON.

The Battle of Bennington was one of the few decisive victories achieved by the Americans during the Revolution. The conflict was largely characterized by indecisive actions and British victories which frequently proved costly for the victors. However, the Bennington battle was an overwhelming American success. It was not only a complete defeat for the British and Hessian troops but it was practically a wiping out of a considerable part of Burgoyne's army. The American militia killed or wounded many of the enemy, captured hundreds of them and completely routed the remainder. Because of these facts, the Battle of Bennington, on August 16, 1777, was second in importance only to the two actions at Bemis Heights on September 19 and October 7, 1777.

Although the action at Oriskany, on August 6, 1777, was the first great reverse suffered by Burgoyne, the Bennington conflict looms larger in actual immediate benefit to the American cause. The victory was won by former militiamen and that fact must have heartened the men of Schuyler's troops, who were confronting the advancing army of Burgoyne, which was composed of seasoned, veteran and highly trained troops. Incidentally, the Bennington action occurred entirely within the limits of New York State. It has been also called the Battle of Walloomsac (or Walloomscoick) from the fact that the conflict took place on the banks of the river bearing that name.

As this conflict was such an important part of the Saratoga Campaign, it is given here in more detail than in the summary version printed earlier in the chapter.

The Battle of Bennington started and ended at Van Schaick's mill at the junction of the Walloomsac River and White Creek.

The battle was the result of Burgoyne's shortness of provisions. The length of time, which his journey from Canada had taken, had reduced the food supplies of his army to the danger point. He was also in need of horses and many other necessary things for the operations of his forces.

General Burgoyne learned that the Americans had a large amount of supplies and also many horses and cattle at Bennington. Major Skene, the Tory leader of Skenesborough (Whitehall), advised General Burgoyne to send an expedition to seize these supplies and animals. The British general Phillips and the Hessian general Riedesel advised against it. However, Burgoyne supposed that he would receive strong Tory support from the countryside and, on August 9, gave orders for the expedition which was in charge of Colonel Baume. It consisted of 500 Hessians, Tories and Canadians and 100 Indians. So sure Burgoyne was of success that he ordered Baume to bring in not less than 1,300 horses.

Baume left his encampment on August 13 and reached Van Schaick's mill on the Walloomsac on the 14th. On the evening of the 13th, the enemy's advance guard had a skirmish with a small party of Americans, five of whom were captured.

The people of New Hampshire had made strenuous efforts to raise troops to aid in opposing Burgoyne's advance. About one-quarter of the state militia was ordered to the front. It was in command of John Stark, then a private citizen, and William Whipple, one of the signers of the Declaration of Independence. Stark was aggrieved. Stark had been a brigadier-general but resigned his commission as he felt he had been unjustly treated. However, he put aside these feelings in the hour of peril and accepted the commission to command a force to defend Bennington. He was very popular and the militia flocked to his standard. Stark's commission stipulated that he was to be responsible only to the New Hampshire Legislature and he refused to join the main army at Schuyler's command. Stark reached Bennington on the day that Baume received his orders to march—August 9. Colonel Seth Warner and his regiment of Green Mountain Boys were at Manchester, 20 miles north of Bennington. Stark ordered him to march his men to the latter place.

On August 13, Stark learned of the skirmish at Cambridge and of Baume's advance. He sent Lieutenant-Colonel Gregg, with 200 men to oppose him. He also sent orders to all the neighborhood militia to concentrate at Bennington and to Colonel Warner to march at once to that place.

On the morning of August 14, Stark moved forward with his whole force to meet the enemy. Warner's soldiers remained in Bennington, 5 or 6 miles away, where they prepared for action and dried their clothing and equipment after a 20 mile march in a pouring rain. After Stark's troops marched five miles, they met Gregg's men retreating, with the enemy following about one mile in the rear. Both armies halted and the commanders disposed their forces for battle. Baume's army took positions on high ground near a bend in the Walloomsac and intrenched. Stark then fell back a mile. Baume was alarmed at the strength of the Americans opposing him and sent an express to Burgoyne asking for reinforcements. Colonel Breyman was sent with 500 men.

The 15th of August, 1777, was rainy and the armies spent the time preparing for battle, although there was some skirmishing during the day. On the night of the 15th, Colonel Symonds arrived at the head of a body of Berkshire militia.

General Stark prepared a plan of attack and started its operation on the morning of August 16 after a careful reconnaisance. The enemy had artillery and were strongly intrenched while the Americans had no cannon and few bayonets.

Stark sent Colonel Nichols, with 200 men, to fall on the enemy's left in the rear. He also dispatched Colonel Herrick, with 300 men, to attack the right rear. Both forces were ordered to join in the assault. Colonels Hubbard and Stickney, with 200 men, marched to the enemy's right. The battle commenced at 3 o'clock with Nichols' attack.

With the sound of the first volley, Stark moved to attack, at the head of the main body. When in sight of the enemy, he turned to his men and said: "See there, men—there are the redcoats. Before night they are ours, or Molly Stark will be a widow." The speech brought forth tremendous cheers from his troops. The Americans then charged the enemy and drove them backward and soon both armies were engaged in a terrific con-

flict, which lasted two hours. The Tories were driven in upon the Hessians who were forced from their trenches. The Indians fled at the start of the battle and the Hessian dragoons finally bore the brunt of the action. The heavy fire of the Americans eventually compelled Baume's troops to retreat with heavy loss, leaving their artillery and baggage on the field. Both sides had fought with desperate courage.

The laxity of Revolutionary militia discipline nearly caused the defeat of the Americans even after they had won a great victory. In his orders, given on the morning of the battle, Stark promised his soldiers all the plunder that should be taken from the Hessian camp. When the enemy survivors ran from the field, the militiamen scattered over the battle area seeking plunder. At this time, Colonel Breyman came up with his reenforcements. He met Baume's surviving soldiers and rallied them. The united enemy force attacked the Americans, who were too scattered to give battle effectually. Luckily, Colonel Warner then came up with his regiment. His arrival saved the day for the Americans. Stark collected some of his militia, joined Warner and a hot battle followed. The enemy forces gradually retreated from the heights on the Walloomsac to Van Schaick's mill, where they made their final stand. However, the Americans continued the attack and broke the ranks of the enemy, who fled toward the Hoosick. The Americans pursued them until nightfall. Stark stopped the chase to prevent his men from shooting each other in the dark.

The losses of the enemy were great—207 killed, 700 prisoners. Among the latter was Colonel Baume, the Hessian commander, who was so severely wounded that he died soon after being captured. The American losses were about 100 killed and 100 wounded. The total loss of the enemy in killed, wounded and prisoners was 934, including 157 Tories. The spoils of war included several hundred guns, 250 dragoon swords, 4 brass cannon, and 4 ammunition wagons.

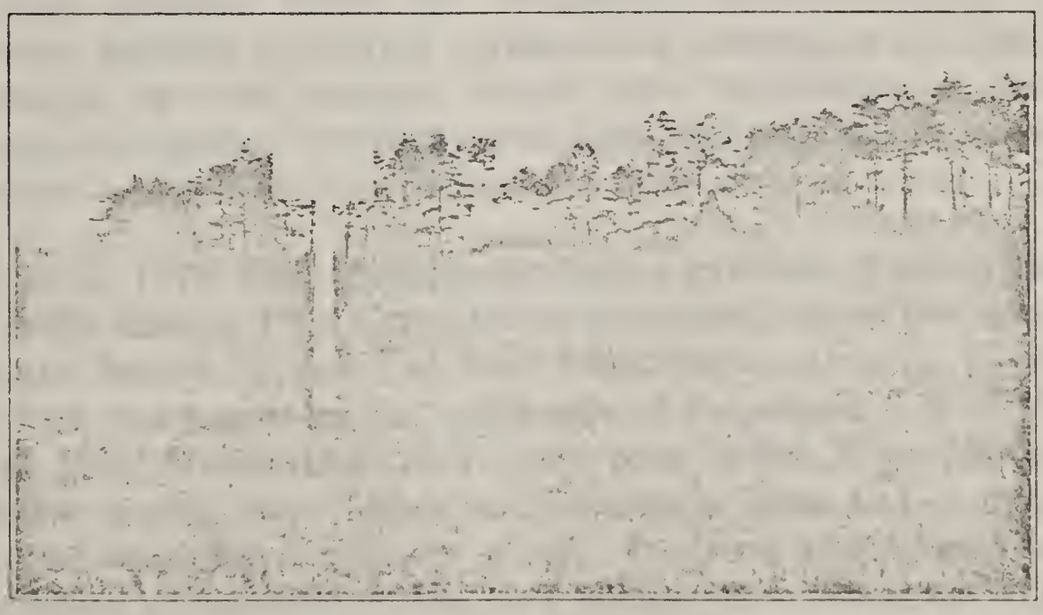
The American victory at Walloomsac filled the American people with joy and hope while it dismayed the enemy, whose army had lost a thousand of its men. Congress thanked Stark and appointed him "a brigadier general in the army of the United States."

The American success at Bennington was one of the outstanding patriot victories of the War for Independence and it was a tremendous factor in securing eventual national independence. The battle is also one of the greatest events in the history of the Hudson Valley and so it merits the space here given.



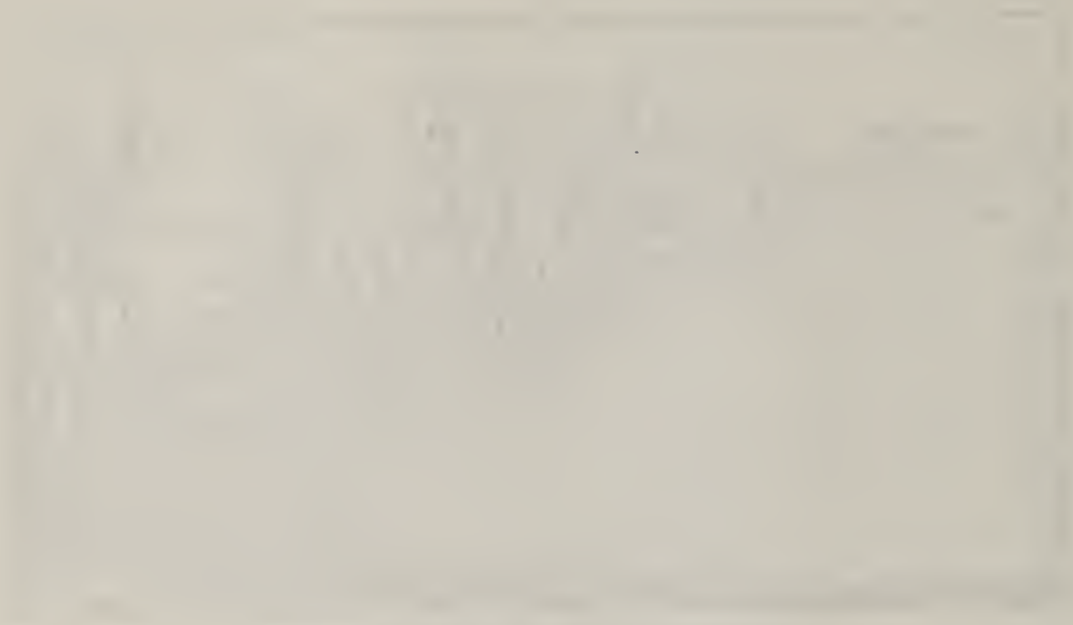
SITE OF FORT MONTGOMERY

Captured by the British in a bloody assault on October 6, 1777. The sign is on the site of the redoubt. In the background Anthony's Nose and Bear Mountain Bridge are seen



THE GREAT RAVINE, SARATOGA BATTLEFIELD

Some of the most severe fighting took place in this section



CHAPTER 60.

1776. THE NAVAL BATTLE OF TAPPAN ZEE.

1776. AMERICAN POSTS AT FORT MONTGOMERY AND FORT CONSTITUTION. FORT CLINTON BEGUN. BOOM OF LOGS STRETCHED ACROSS HUDSON RIVER AT ANTHONY'S NOSE—JULY 14. SIGNAL FIRES AND CANNON ANNOUNCE APPROACH OF BRITISH FLEET ON TAPPAN ZEE—JULY 15. AMERICAN MILITIA DRIVE OFF BRITISH LANDING PARTY AT NYACK—JULY 16. BRITISH LANDING PARTY REPULSED AT HAVERSTRAW—ENEMY LANDS AT PEEKSKILL BUT IS DRIVEN BACK TO BOATS—JULY 17. AMERICAN ARMY MILITARY STORES MOVED FROM HAVERSTRAW—JULY 25. BRITISH BOATS SAIL FROM HAVERSTRAW TO CROTON POINT —AUGUST 3. FIVE AMERICAN VESSELS ATTACK BRITISH BOATS —HEAVY FIRING FOR ONE AND A HALF HOURS—SIXTEEN AMERICANS KILLED OR WOUNDED — THIRTEEN CANNON SHOT HOLES IN "LADY WASHINGTON," AMERICAN FLAGSHIP— AMERICAN FLEET RETREATS TO SPUYTEN DUYVIL — AUGUST 18. BRITISH WARSHIPS RETURN TO NEW YORK CITY— BRITISH NAVAL EXPEDITION PROVES A FAILURE—MILITIA OF LOWER HUDSON RIVER ON STRENUOUS DUTY—OCTOBER 9. THREE BRITISH WARSHIPS CHASE FOUR AMERICAN UNARMED VESSELS UP THE HUDSON FROM FORT WASHINGTON—TWO AMERICAN BOATS CAPTURED AND TWO RUN ASHORE AT DOBBS FERRY—AMERICAN MILITIA AGAIN TURNS OUT.

In June, 1776, Fort Montgomery had a garrison of about 160 men, while that at Fort Constitution numbered about the same. When the British appeared at New York, the construction of another fort was begun on the south side of Popolopen Kill at the foot of Bear Mountain. This latter was called Fort Clinton. Defensive works were begun at Anthony's Nose and a great boom was stretched across the river. In front of this massive construction of logs and chains, two cables were suspended with their ends fastened to the shores. These defensive works were

designed by Captain Machin. The work was done by the garrison of Fort Montgomery, acting under the orders of General George Clinton. Forts Montgomery and Clinton were designed to withstand attack from the river. They were poorly defended on the land side.

On Friday, July 14, 1776, signal fires on High Tor and other mountain tops along the Tappan Zee, together with the firing of cannon, called the militia, of the Hudson's shores, to arms. Three large warships and four cutters had sailed past the forts of New York bound up the river. Some hours later, one 40-gun and one 20-gun ship anchored off Nyack. That night, a boat attempted to land but turned back upon being challenged.

Couriers were sent out from Haverstraw to summon the militia and, at daybreak of July 15, 1776, the shore at Nyack was lined by 400 American riflemen. A British barge, under the escort of a cutter, approached the shore but was driven off by a well-directed fire.

The British squadron lay off Nyack from Friday, July 14, until Sunday, July 16, when the ships weighed anchor and sailed up the river. The American militia followed the ships northward, marching on both sides of the Hudson.

The British commanders attempted another landing, when their ships reached Haverstraw. Four barges started for the shore with the intention of raiding the American Army stores then located at Haverstraw. The landing was covered by a cannonade from the British ships but it was repulsed by the heavy musketry fire from the Americans on shore.

Congress now ordered one-fourth of the militia of Orange, Ulster, Dutchess and Westchester counties under arms. On July 17, the American military stores were moved from Haverstraw.

On Sunday, July 16, a British party landed at Peekskill but were driven off by American riflemen.

General George Clinton took every means to prevent the British ships from sailing farther up the Hudson. Fire rafts had been constructed at Poughkeepsie. They were floated down the river and anchored in line between Fort Montgomery and Anthony's Nose. These were to be used against the enemy's ships in case of necessity.

On July 25, the British ships weighed anchor and sailed from Haverstraw to the south side of Croton Point. Here parties were landed and some supplies were obtained on the Westchester shore.

The shore guards remained on active duty until Sunday, August 3, 1776, when they were delighted to see five American ships sailing up the Tappan Zee. The American fleet consisted of the *Lady Washington*, *Spitfire*, *Shark*, *Whiting* and *Crown*. The larger British vessels were the *Phenix* and *Rose*. The American boats were small but heavily armed.

The battle which followed was one of the hottest naval actions fought on the waters of the northeastern United States during the Revolution. It was the only naval action of importance which had taken place on the shores of the Hudson River.

The conflict began on Sunday afternoon, August 3, 1776, when the vessels closed for action and it continued for an hour and a half. The British flagship *Phenix* fired the first shot at the *Lady Washington*. The shot went wild but the American gunners scored a hit on the high wooden hulk of the British man o' war. There was little chance of maneuver and the ships lined up and pounded away. Soon heavy smoke overspread the river which was brightened only by the flashes of the cannon. The 32-pounder on the *Lady Washington* did heavy execution until it cracked.

Gradually the opposing lines drifted apart and the firing ceased and the Battle of the Tappan Zee was ended. The American squadron dropped down the river to Dobbs Ferry. From there, Commander Tupper sent a report of the battle to the State Legislature, after a conference with his captains.

Although the American flagship, the *Lady Washington*, bore the brunt of the fighting, none of her crew was killed and only four were slightly wounded. The *Spitfire* had one killed and two badly wounded. The *Shark's* captain reported nine killed or wounded. The *Spitfire's* hull and rigging were badly damaged and the *Lady Washington* had thirteen cannon shot holes in her hull.

Parker, the British commander, made no attempt to follow the American squadron, which soon set sail for the Spuyten Duyvil. The Americans feared that they would be caught by British warships sailing up the river. On August 18, the British

ships weighed anchor and sailed from Croton Point to New York Bay, running past Fort Washington and the other American batteries to join the Royal fleet below.

Although the naval battle of the Tappan Zee was indecisive, the general result of the British naval expedition was one of failure on the part of the enemy commanders. Its object was to arouse Tory support and to destroy American army stores and, in both of these efforts, it had failed. The American militia had repulsed all British landing parties in the "battles" of Nyack, Haverstraw and Peekskill.

The British naval invasion of the Tappan Zee in 1776 has had little historical description in state or national histories. Its results were important in its exhibition of the strength of the American defense of this vital section of the patriot Revolutionary lines.

The patriots of Orange and Westchester counties had a hard time in the latter half of 1776. Nearly every home had soldiers in Washington's army, on shore patrol or with the fort builders in the Highlands. Detachments were also sent into western Orange County to drive off Indian raiders.

On October 9, alarm guns from the river announced another enemy foray. Three large British ships ran past the guns of Fort Washington and Fort Lee. They smashed through the barricade in the river and headed up the Hudson with all sail set.

Two unarmed American war vessels and two sloops lay in the Hudson above Fort Washington. They quickly set sail and moved upstream pursued by the British warships. The sloops were soon captured but the American warships kept ahead for some distance. The wind strengthened and the British warships began to gain in this exciting race. They were soon able to fire on the American craft. The American sailors ran their ships ashore just above Dobbs Ferry and reached land by swimming.

The American militia was called out in force but there were no further hostile moves made by the British ships.

CHAPTER 61.

1776. OCTOBER 28. BATTLE OF WHITE PLAINS.

1776. FORTS ON THE HARLEM AND SPUYTEN DUYVIL—HOWE PLANS TO CRUSH WASHINGTON IN WESTCHESTER—AMERICAN POSTS FROM YONKERS TO WHITE PLAINS—CLINTON'S BRIGADE CHECKS BRITISH AND HESSIANS AT PELL'S POINT WITH HEAVY LOSS TO ENEMY—OCTOBER 12. AMERICAN FORCE STARTS FORTIFICATIONS AT WHITE PLAINS—OCTOBER 20. HOWE'S BRITISH ARMY CAMPS AT NEW ROCHELLE—OCTOBER 23. WASHINGTON MAKES HIS HEADQUARTERS AT WHITE PLAINS—OCTOBER 25. HOWE MARCHES TO SCARSDALE—OCTOBER 28. BRITISH ARMY ADVANCES TO WHITE PLAINS AND ATTACKS AMERICAN POSITION ON CHATTERTON HILL—IN FIERCE BATTLE, AMERICANS ARE DRIVEN FROM HILL—BRITISH REFRAIN FROM FRONTAL ATTACK ON MAIN POSITION—OCTOBER 28. WASHINGTON'S ARMY RETIRES TO MAIN POSITION AT NORTH CASTLE—NOVEMBER 5. BRITISH ARMY RETIRES FROM WHITE PLAINS TO DOBBS FERRY—NOVEMBER 13. BRITISH MARCH TO KINGSBRIDGE—ENEMY CAMPAIGN A FAILURE—NOVEMBER 8 TO 10—AMERICAN ARMY CROSSES HUDSON TO NEW JERSEY.

The White Plains campaign of 1776 is briefly covered in a foregoing chapter. It is covered with the detail it merits in the following description.

The chief event of the Revolution in Westchester County was the Battle of White Plains on October 28, 1776. This was one of the major conflicts of the war. It was part of a campaign to destroy Washington's army and, in this regard, the movement was an utter failure. Washington outgeneraled Howe in every move of this remarkable feature of the long conflict. Had it not been for the blunder, which sacrificed 3,000 Americans at Fort Washington, the Westchester campaign would have been a decided American success in every respect. Details of this cam-

paign and the forts, line of defense and the actions involved are covered in this chapter, which the importance of the events concerned fully justifies.

When Washington went to New York City in 1776, he ordered seven forts built in the Kingsbridge section. These posts fell into the hands of the British in October, 1776. They were numbered by the British but some of them also had American names. Both are given as follows:

Numbers One, Two and Three on Spuyten Duyvil Neck. Fort Number Two was also known as Fort Swartwout. These forts were abandoned by the British in 1779.

Number Four, or Fort Independence, stood on the hill in Kingsbridge at the junction of Boston Avenue and Albany Road. This post was built on the farm of General Montgomery, who was killed in the assault on Quebec on December 31, 1775. The fort was abandoned by the British in 1779. The Boston Post Road had been improved in 1673.

The British headquarters map of 1782 shows seven other redoubts, lying south of Number Four and on the Bronx shore of the Harlem River in the Fordham Heights and University Heights section. Though there were eleven of these redoubts, the British numbers ran only to eight, as only the principal posts were numbered.

Fort No. 10, or Fort Prince Charles, was on Marble Hill.

On the Manhattan side of the Harlem River and present Harlem Ship Canal, were four main forts. They were Fort No. 9, on Cock Hill, now Inwood Hill, on the southern shore of the junction of Spuyten Duyvil Creek with the Hudson; Fort George, at the northern end of Laurel Hill; Fort Tryon, at the northern end of Fort Washington Heights and Fort Washington at the southern end of these heights.

After Fort Washington was captured by the British, this whole defensive system was used in the protection of New York City by the enemy commanders—1777 to 1783. However, some of those posts on the Bronx shore were abandoned by the British in 1779 as previously noted.

When Howe attempted to cut off Washington's army, he moved against White Plains. To forestall this attempt, the Americans had established a series of posts extending from Val-

entine's Hill, in the Mile Square in Yonkers, to White Plains, along the west side of the Bronx River.

When ready to land his main force, Howe put them ashore at Pell's Point or Rodman's Neck, as it is known by both names. There were 750 American soldiers of General James Clinton's brigade posted on the mainland to contest the march of the enemy troops when they moved from the neck across a causeway which connected the island with the shore. The Americans ambushed the advance columns of the British and Hessians as they marched from the causeway. The Continentals rose from behind stone walls and fired upon the approaching enemy at close range. It is estimated that one thousand British and Hessians were killed and wounded in this battle which took place in Pelham Bay Park, present New York City. The great number of the enemy compelled the Americans to retire across Hutchinson's River. On October 18, the Americans withdrew to Mile Square in present Yonkers. The battle on the Sound has been called the Battle of Pell's Point. The American loss was six killed and twelve wounded.

This check given Howe saved the scattered American Army. He waited until October 20, when he advanced to the heights of New Rochelle. Here Howe was joined by a large body of Hessians which he sent back to New York to invest Fort Washington.

The following account, of the Battle of White Plains, is from an address by J. W. Tompkins, delivered at White Plains on October 28, 1845, the 69th anniversary of the battle. His references to the "village," of course, apply to the present rapidly developing City of White Plains. Portions of the address follow:

"The city of New York was selected by the English as the centre of their military operations, with the view of commanding the North River and acting in conjunction with a force from Canada, descending through Lake Champlain, thus securing the Colonies. Their march into Westchester County was designed to obtain command of the two principal routes leading to New England, one through Rye and the other by the way of Bedford and thereby cut off the American Army from its supplies, principally derived from the East and obtain the rear of General Washington's army and force him to a general battle or to a precipitate retreat. But Washington penetrated their intentions

and conducted his force northward from Kingsbridge, with great skill, moving on a line parallel with the British, a little in advance of them, facing them constantly, with the Bronx in his front, which was fortified at every assailable point."

General Howe's British army left New Rochelle on the 25th of October and moved northward to Scarsdale, where he remained until his movement on White Plains on the 28th. Part of Washington's army marched from Harlem Heights on October 11 and reached White Plains on October 12, where the American soldiers began the erection of fortifications. On October 22, General Washington left Fort Washington for White Plains, where he established his headquarters on the 23d.

Mr. Tompkins' address continues:

"The entrenchments at White Plains were erected under the direction of a French engineer and consisted of a square fort of sods in the main street, with breastworks on each side running westerly over the south side of Purdy's hill to the Bronx and easterly across the hills to Horton's Pond. When the English attacked Chatterton's Hill on the 28th, they were unfinished; but, during the night of the 28th and 29th of October, they were raised and strengthened, being only intended for temporary use until the position above Abraham Miller's, in North Castle, could be fortified, which was done and to which the American Army afterward retired.

"General Howe committed a great mistake in not attacking General Washington's fortifications in White Plains on the 28th instead of Chatterton's Hill. He gained nothing in taking that hill. After the works at White Plains were completed, great loss to Howe's army must have attended their capture and Washington's new position appears to have been regarded as impregnable. Washington's policy at this time was, as he expressed it, 'to intrench and fight with the spade and mattock.' The experience at Bunker's Hill had made the English cautious in attacking Americans behind entrenchments.

"During the march to White Plains, frequent skirmishes occurred. On the 18th, the vanguard of the British Army was attacked by a detachment under General Sullivan and the fight which ensued, near the road leading from New Rochelle, has been always represented as very creditable to the Americans.

"On the 21st, Colonel Rogers, a celebrated partisan officer in the French war, had accepted a command in the English service and lay at Mamaroneck. An attack upon him was planned by Lord Stirling and executed by a force under the command of Colonel Haslet of the Delaware regiment. Rogers was completely surprised, 70 or 80 of his men were killed or made prisoners and a considerable quantity of arms, ammunition and clothing taken by the Americans. On the 23d of October, a spirited skirmish took place between Hand's Pennsylvania riflemen and a detachment of Hessian chasseurs, about 240 strong, in which the Hessians were routed. The harassing encounters of the Americans, attended invariably with success, tended to delay the advance of the British and to make them cautious, while it cheered the desponding courage of the American soldiers and, above all, gave General Washington time to entrench himself where no army dare assail him.

"On the morning of October 28th, the British Army marched from their camp in two columns—the right commanded by General Clinton, the left by De Heister, and came in sight of the American forces about 10 o'clock. On the 27th of October, two militia regiments had been sent over to throw up entrenchments on Chatterton Hill and, on the morning of the 28th, General Washington ordered Colonel Haslet to take charge of the hill, having, under his command, his own, the Delaware, regiment, the militia and part of the Maryland troops. General McDougall soon followed him and took command. Colonel Haslet says the enemy, in the first place, moved toward the fortifications in the village—they then halted. The general officers had a council of war on horseback in the wheatfields and the result was that their forces inclined toward the Bronx. Fifteen or twenty pieces of artillery were placed upon the high ground opposite the hill and commenced a furious cannonade upon McDougall's forces, under cover of which fire the British built a bridge over the Bronx and prepared to cross.

"General McDougall placed two field pieces upon a table rock, which did great execution among the British artificers and soldiers. So soon as the bridge would admit their crossing, they rushed forward and attempted to take the two pieces by a charge up the hill. These two cannon were in charge of Alexander

Hamilton, then a captain of artillery, and never did officers or men do better execution. When, upon the spot in after years describing it to a youthful friend, he was heard to say: 'For three successive discharges, the advancing column of British troops was swept from hilltop to river.' The British, finding this table rock inaccessible, inclined to the left down the river and joined the troops under General Rahl, which had crossed about a quarter of a mile below.

"They now attacked McDougall and attempted to turn his right flank. He retreated but contested the ground all the way up to the summit of the hill, making a stand at every favorable point. At length, the British cavalry gained the crest of the hill and charging cut to pieces the militia on McDougall's right. The last stand was made by the Americans behind a fence at the top of the hill, where the Delaware regiment and part of McDougall's brigade twice repulsed the British light infantry and cavalry. At length, compelled to retreat, it was done in good order over the bridge at the foot of the hill, under cover of some regiments detached by Washington from his main army. The militia and a few of the regulars were dispersed among the hills of Greenburgh but soon returned to headquarters. The British forces engaged in that attack, were the flower of the army, consisting of the second brigade of British, the 5th, 28th and 49th regiments, Rahl's battalion, the Hessian Grenadiers, under Dunop, and a party of light dragoons, all commanded by General Leslie.

"That General Washington did make a successful stand at that place has ever excited the wonder of military men. His troops were greatly inferior in numbers and discipline and composed in part of militia and raw recruits. After the battle, the enemy endeavored for several days to gain Washington's rear, tried to alarm him and induce him to retreat or fight by threatening his flanks. At several times, they formed a semicircle about him. On the night of the 31st of October, Washington evacuated his camp at White Plains and established his new position in the hills of North Castle, about one mile in the rear of his former encampment, when the British appear to have relinquished all further offensive operations. * * * The English army, finding all attempts to circumvent General Washington hopeless, broke up their camp at White Plains on the 5th of November and

retired to Dobbs Ferry and thence to Kingsbridge, where they encamped on the 13th of that month."

It will be seen, from the foregoing, that there was no general engagement of the two armies at White Plains, although the conflict on Chatterton, or Battle Hill, was a struggle of major importance, with very considerable forces engaged. Although the Americans were driven from the hill, Washington actually achieved a strategical victory in the Battle of White Plains.

Of all the Revolutionary battles fought in New York State, that of White Plains ranks first in number of men deployed in the field. In the number engaged it was third, ranking below Saratoga and Long Island. In its strategical results, it was second to Saratoga. The Battle of White Plains is closely associated with and a part of the history of the Hudson, as it occurred only six miles east of the banks of that river.

Between November 8 and 10, 1776, Washington's army crossed from the eastern to the western shore of the Hudson. Lord Stirling, with 1,200 men, on November 9, crossed at King's Ferry, between Verplanck's Point and Stony Point. On the same day, General Hand, with 7,000 Americans, and General Ball, at the head of 1,700 men, crossed at King's Ferry. Other American regiments crossed the river from Dobbs Ferry to Sneden's Landing and to Tappan Slote, now Piermont.

General Howe, with 6,000 British troops, crossed from Yonkers to present Alpine, where the road starts westward to Closter in the Hackensack Valley.

The latter months of 1776 were most trying for the patriots and the patriot militia of the Hudson Valley. General Heath sent General Scott to Haverstraw with an American force to prevent the British entering the Highlands. The Tory element now became exceedingly active, having been encouraged by the British successes around New York. Tories and "cowboys" raided Tappan on December 7. A squadron of seven British vessels lay off Nyack and sent out raiding parties ashore, which could not be repulsed by the small force of local militia.

Colonel Malcolm marched from Nyack with an American force and dispersed the Tory raiders of Tappan. General Heath, with 2,000 Americans, later marched to Tappan and thence to Hackensack where they captured a large quantity of British

stores. General Clinton, with 2,000 Americans, followed up this movement.

Following these expeditions, General Clinton deployed his forces from Peekskill, through the Ramapo Valley and across the country, to Closter on the Hackensack. Clinton had his headquarters at Suffern for a time. The road from Newburgh there met the great military road from Suffern to King's Ferry, over which route troops and wagon trains were constantly passing. It was a highway which was of vital importance in the winning of the war by the Americans. "It was a door of communication between Washington's army and New England, between Boston and Philadelphia, between the colonies north and the colonies south." The ferry led from a cove, on the north side of Stony Point, to the eastern shore landing place on Verplanck's Point. It was here that Major Andre crossed the Hudson on his ill-fated return trip to British headquarters in New York City in 1780. As is later related, he was captured at Tarrytown and executed at Tappan.

CHAPTER 62.

1779. WAYNE'S AMERICANS CAPTURE STONY POINT.

1779. WEST POINT FORTS COMPLETED—FORT FAYETTE BUILT ON VERPLANCK'S POINT—STONY POINT FORT CONSTRUCTED—BOTH FORTS CAPTURED BY BRITISH—WASHINGTON MOVES ARMY TO NEW WINDSOR—JULY 16, 1779. GENERAL ANTHONY WAYNE'S AMERICAN TROOPS RECAPTURE STONY POINT IN NIGHT ASSAULT—JULY 22, 1779. BRANT'S TORIES AND INDIANS INFLICT TERRIBLE DEFEAT ON AMERICANS FOLLOWING RAID ON MINISINK—SULLIVAN-CLINTON EXPEDITION INTO THE IROQUOIS INDIAN COUNTRY—CLINTON'S ARMY MARCHES FROM ALBANY AND SCHENECTADY UP THE MOHAWK RIVER TO CANAJOHARIE, WHERE A PORTAGE MARCH OF 20 MILES IS MADE TO OTSEGO LAKE.

By 1779, the fortifications at West Point and on Constitution Island were built or strengthened. Fort Fayette on Verplanck's Point was finished early in the summer of 1779. Stony Point fort was located a few miles above Verplanck's Point and on the opposite or west shore of the Hudson River. It was still building when Fort Fayette was completed. These two forts were designed to offer a first line of defense of the West Point fortifications and also to guard the King's Ferry, which was the main line of land communication between New England and the middle and southern states. Stony Point had a garrison of only a few soldiers, while 70 soldiers were assigned to Fort Fayette.

In the spring of 1779, Sir Henry Clinton was in command of a force of over 16,000 British troops. Sir George Collier was in command of a squadron, with 2,500 British soldiers on board, which conducted a raid into Virginia waters. This fleet and its troops then returned to New York. Clinton now planned an expedition against Forts Fayette and Stony Point. He assembled a considerable force which were embarked in 70 vessels and 150 flatboats. The British troops were landed in two detach-

ments, one a few miles below Verplanck's Point and the other a little below Stony Point. The few Americans, who were stationed at Stony Point, set fire to its blockhouse and fled to the closely adjacent Highlands. The British troops dragged heavy artillery to the peak of the rocky promontory at the point and fired on Fort Fayette on Verplanck's Point, while the British boats and Vaughan's troops attacked the fort. The little American garrison was compelled to surrender. Sir Henry Clinton then ordered both forts garrisoned with British troops and made arrangements to complete, arm and man the posts.

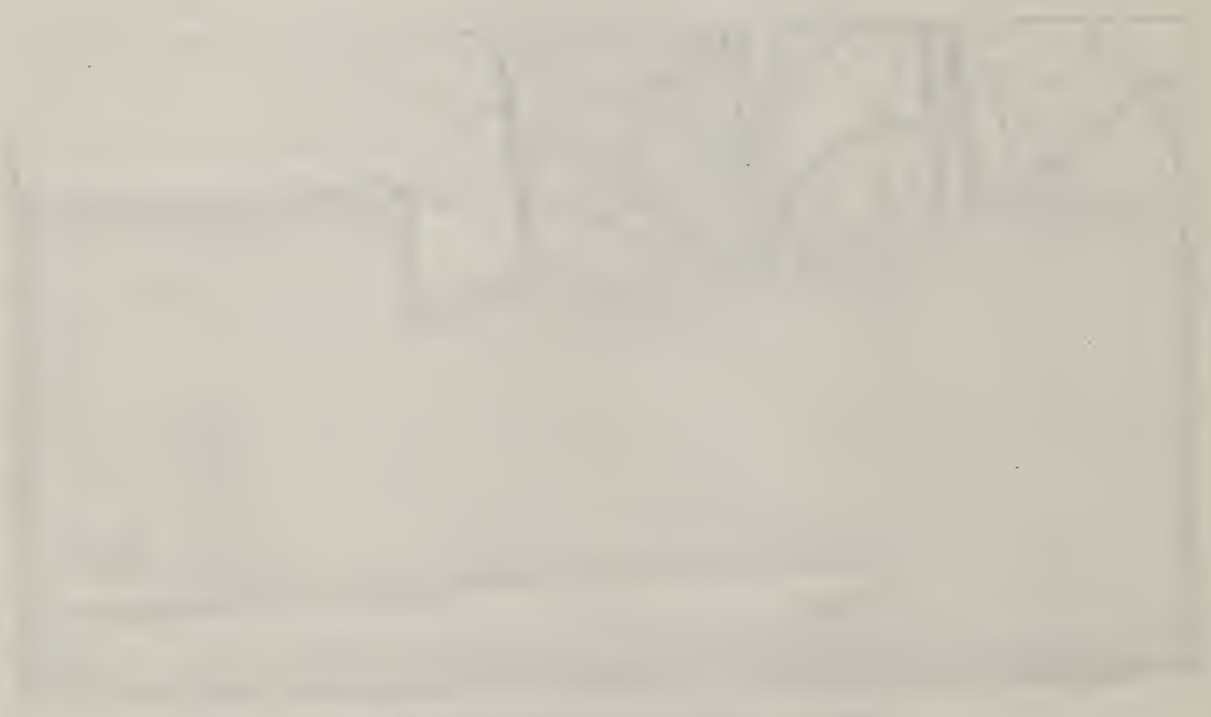
Washington feared that Clinton intended to attack the main defenses at West Point and elsewhere. He accordingly moved his troops close to the Highlands and made his headquarters at New Windsor, just southwest of Newburgh. With such an American force confronting him, the British general decided not to attempt the reduction of the other Highland defenses and sailed back to New York.

The British finished the fort at Stony Point in July. General Anthony Wayne, then stationed in the Highlands, proposed to Washington to recapture the post. The Commander-in-chief gave his consent and Wayne went ahead with his preparations. On July 15th, 1779, he led several hundred men through a narrow mountain pass and in the evening the Americans were within a half mile of Stony Point. At midnight, they started across the causeway on marshy land which connected the rocky heights of the Point with the mainland. When close to the fort, Wayne divided his men into two columns to make the attack at two different points. He sent picked men ahead to make openings in the abatis at the points selected for the assault. The Americans then advanced with fixed bayonets. They almost reached the abatis before the British sentries discovered and fired on them. The British garrison rushed to arms and opened fire on the attacking columns but the Americans broke through the abatis and attacked with the bayonet. General Johnston, in command of the fort, was captured and 60 of his men were killed and 100 Americans were killed and wounded in the short and bloody fight which followed the attack. Five hundred and forty-three British soldiers were captured. General Wayne was hit by a musket ball which grazed his forehead but he soon recovered.

579-580



STONY POINT BATTLEFIELD PARK



At 2 o'clock, on the morning of July 16, Wayne wrote Washington, as follows:

Stony Point, 16th July, 1779.

Dear Gen'l:

The fort & Garrison with Colo. Johnston are ours.

Our Officers & men behaved like men who are determined to be free.

Yours most Sincerely,

Ant. Wayne.

Gen'l Washington.

The Americans next attempted to capture Fort Fayette but failed. As they were unable to hold the Stony Point fort, they removed the heavy cannon and stores to West Point and abandoned the post. The British reoccupied it shortly after.

On April 19th, 1779, an American expedition of 600 men left Fort Stanwix, on the upper Mohawk River, and moved against the Onondaga Indians. The invaders burned three of the Iroquois villages and destroyed their provisions and live stock. This was the first move in the great American invasion of the Iroquois country, the major expeditions of which were conducted later in the year under the command of Generals Sullivan and Clinton. The Onondagas and the other tribes of the Six Nations vowed vengeance.

On July 19, Chief Joseph Brant with 60 Mohawks and a band of Tories, dressed and painted, like Indians, attacked the settlement of Minisink on the Neversink River in the western section of Orange County. The raiders burned considerable property and then retired. Colonel Hathorn and Colonel Tusten, at the head of 300 men, set out from Goshen in pursuit of the invaders. The Americans met the enemy near the mouth of Lackawaxen Creek on July 22. By a clever maneuver, Brant cut off fifty of the patriot soldiers. The rest were ambushed. A terrific struggle took place which continued from 11 o'clock in the morning until sunset. Only 30 Americans escaped alive from the battle. The others were killed or murdered when they were captured.

In 1822, the people of Orange County gathered the bones of the dead, which lay on the battlefield and buried them on the Green in the village of Goshen and erected a monument there. Another memorial was erected in 1862.

The Indian and Tory massacres at Wyoming, in Pennsylvania, and at Cherry Valley, in New York, in 1778, induced Congress and the military authorities to take means to crush the power of the four tribes of the Six Nations who were allied with the British. General Washington gave great attention to the plan to invade the Iroquois country. As previously noted, the Oneidas and Tuscaroras were generally favorable to the American cause but the Onondagas, Cayugas, Senecas and Mohawks were allied with the British and their warriors fought with the enemy armies and did great destruction in raiding and scalping parties. The burning of the Onondaga castles by an American expedition on April 19, was the first move in the Indian country invasion.

On March 6, 1779, General Washington appointed General John Sullivan to command the American Army of invasion. General James Clinton was put in command of the New York army. General Clinton was at Albany on June 2, 1779, when he received orders to march. He had previously been engaged in securing a large quantity of supplies for the entire army and in securing or building over 200 batteaux for transporting his troops on the waterways.

General Sullivan gathered his army in the Wyoming Valley in the early summer. He marched from there in July up the Susquehanna River and joined Clinton's New York army at Tioga Point on August 22. The combined forces numbered about 4,500 men.

General Clinton's army numbered about 1,600 soldiers and several hundred boatmen. On and after June 11, Clinton sent his army forward from Schenectady to Canajoharie. Clinton's progress, by land and water, from Schenectady to Canajoharie and thence to Tioga Point forms one of the greatest feats in the military annals of the Revolution, just as it is one of its most picturesque chapters. Clinton's army moved from Schenectady up the Mohawk River and along its highways with 200 batteaux, carrying supplies and ordnance, to Canajoharie. From June 16th to July 1st, General Clinton was engaged in moving his army and his supplies and batteaux in wagons, over a 20 mile route from Canajoharie, on the Mohawk River, to Otsego Lake, which forms the headwaters of the Susquehanna River. The

American Army reached present Cooperstown, at the foot of Otsego Lake, on July 2. On July 4, the Americans held a great celebration there of the third anniversary of the Declaration of Independence.

General Clinton's army consisted of the Third New York Regiment, under Colonel Gansevoort; Fourth New York Regiment, under Colonel Weissenfels, which marched to Canajoharie from Albany; Fourth Pennsylvania Regiment, from Schoharie, under Colonel Butler with four companies of Morgan's Riflemen, under Major Parr; Sixth Massachusetts Regiment, from Cherry Valley, under Major Whiting; Fifth New York Regiment, under Colonel Dubois, with a detachment of Colonel Lamb's Regiment of New York artillery, under Captain Wool, all from Fort Plain. A battalion of Tryon County militia was attached to Colonel Gansevoort's regiment. Clinton had a dam built at present Cooperstown at the outlet of Otsego Lake to raise its waters so as to furnish an extra depth of water in the shallow upper Susquehanna, to float his batteaux downstream, when the dam should be broken.

Clinton waited at present Cooperstown for news from Sullivan and, on August 9, he ordered the dam broken and his army floated down the Susquehanna in batteaux or marched along its shores.

Following the junction of Sullivan's and Clinton's armies at Tioga Point on August 22, the combined army moved up the Tioga and Chemung rivers, destroying the Indians' crops on the way. On August 29, near the present City of Elmira, the American Army met and defeated a considerable force of Indians and Tories. The entire Iroquois Indian country was then desolated in a most thorough manner. On September 14, the American Army reached the Genesee Castle, capital of the Senecas, in the Genesee Valley. It was burned and the farms, crops, orchards and gardens of the Indians were ruined by the Americans. Although the Sullivan-Clinton expedition did great damage to the material resources of the Iroquois it also roused a fierce desire for vengeance which they vented in terrible raids, particularly those in the Mohawk Valley in 1780, 1781 and 1782.

The Sullivan-Clinton expedition is remarkable for the large number of diaries of officers which have been preserved and which concern this movement. The invasion gave thousands of Amer-

icans a close knowledge of central and western New York State and many of them moved there after the war. This remarkable expedition is of importance as regards this work because nearly 70 miles of Clinton's march, which comprised the Mohawk-Otsego difficult portage, was made in the watershed of the Hudson River —from Albany to Canajoharie and Springfield Center.

Lafayette spent the summer of 1779 in France and he secured a promise from the French Government to send a strong fleet and several thousand soldiers to aid Washington's army.

The Sullivan-Clinton expedition has additional interest, as regards the history of the Hudson Valley, because General James Clinton was one of the chief military leaders of the Hudson River country during the Revolution. James Clinton was a son of Charles Clinton who emigrated from Ireland to America in 1729 and who founded a settlement in Ulster County in 1731. James Clinton was born in 1736. He was appointed a colonel at the outbreak of the Revolution. He went with Montgomery's expedition to Canada. In 1776, Clinton was made a brigadier-general. He commanded at Fort Montgomery prior to its capture by the British in 1777. Following his command in the Sullivan-Clinton expedition of 1779, Clinton was connected with the Northern Department and made his headquarters at Albany. After the war he retired to his estate at Little Britain near Newburgh. James Clinton was the brother of George Clinton, a Revolutionary Army general, first governor of New York State and twice vice president of the United States. James Clinton was the father of DeWitt Clinton, governor of New York State and known as the "Father of the Erie Canal."

CHAPTER 63.

1778. WEST POINT FORTIFIED.

1778, FEBRUARY 6. TREATY OF ALLIANCE BETWEEN THE UNITED STATES AND FRANCE—COUNCIL WITH THE SIX NATIONS AT JOHNSTOWN—RAIDS IN THE MOHAWK RIVER AND SCHOHARIE RIVER REGIONS OF THE HUDSON VALLEY—1778, NOVEMBER 11. CHERRY VALLEY MASSACRE—WEST POINT FORTIFIED BY CONSTRUCTION OF FORTS CLINTON, WEBB, WYLLYS AND PUTNAM—MAY 1, 1778. GREAT CHAIN ON BOOMS STRETCHED ACROSS HUDSON RIVER AT WEST POINT—WEST POINT BECOMES CHIEF AMERICAN STRONGHOLD—FOLLOWING BATTLE OF MONMOUTH, WASHINGTON'S ARMY CAMPS IN WESTCHESTER COUNTY—NEW YORK STATE LEGISLATURE, IN SESSION AT POUGHKEEPSIE, ACCEPTS ARTICLES OF CONFEDERATION.

The great feature of the year 1778 in the Hudson Valley, as well as in the United States in general, was the arrival of the glad news that a treaty of alliance between France and the United States had been signed, on February 6th, at Paris. The American victory at Saratoga had borne fruit.

Early in 1778, Continental Congress moved to gain the good will of the Six Nations. The British held Fort Niagara and Fort Oswego and, through the possession of these two posts, they exercised great authority over the New York Iroquois. Congress asked the Commissioners of Indian Affairs to call a council with the Indians and to endeavor to win them to the American cause. The Commissioners called the council at Johnstown. It was attended by about 700 chieftains and warriors of the Six Nations who, however, were very unequally represented. Most of them were friendly Oneidas and Tuscaroras and hostile Onondagas with a few Mohawks and Cayugas. No Senecas were present. Gen. Philip Schuyler and Volkert P. Douw conducted the proceedings. The Oneidas and Tuscaroras expressed their allegiance but the council had no favorable results. Lafayette, who was temporarily in command of the Northern Department, was at

the Johnstown conference. He ordered several forts built in the Mohawk and Schoharie valleys and at Cherry Valley.

The Mohawk Valley now began to suffer from the first of the Indian and Tory raids which were to make that region the most devastated section of the United States at the end of the war. Small raids were made early in the year at Manheim, Garoga, Springfield and Andrustown. Settlers were killed and captured and their homes and farm buildings were burned.

Brant invaded the Cobleskill region of the Schoharie Valley in May with 350 Indians and Tories. Some of Brant's force met a small body of militia (numbering about 50) at Cobleskill and killed 26 of them on May 29, 1778. The Schoharie River is the chief tributary stream of the Mohawk River, the basin of which is comprised within the Hudson River watershed, inasmuch as the Mohawk is the chief affluent of the Hudson. In 1777, three forts had been erected in the Schoharie Valley at present Schoharie village, Middleburg and Breakabeen.

In June, 1778, the terrible massacre took place of patriot men, women and children in the valley of Wyoming, Pennsylvania, which was perpetrated by a force composed mainly of Tories and Indians from New York State.

On September 1, 1778, Chief Joseph Brant, with a large Tory and Indian force, raided the German Flats section along the Mohawk River in present Herkimer County. Sixty-three houses, 57 barns and 5 mills were burned and over 800 horses, sheep and cattle were driven off. Helmer, an American scout, rode for 15 miles to warn the inhabitants, who all escaped to Fort Dayton and Fort Herkimer.

A terrible massacre, by Tories and Indians of the people of Cherry Valley, took place on November 11, 1778. Cherry Valley lies just over the rim on the Susquehanna Valley side of the divide between that region and the watershed of the Mohawk River, which is part of the greater Hudson Valley. However, the history of Cherry Valley is closely allied with that of the Mohawk and Hudson valleys. The terrible character of this massacre has given it almost nation-wide publicity.

A few days before the massacre at Cherry Valley, General Hand rode up from Albany and inspected Fort Alden which had been built at that place. General Hand was then in command of

the Northern Department. Hand informed Colonel Alden, who was in command at Cherry Valley that Brant and Butler, with a force of Tories and Indians, was on the march against that place. Alden seems to have been a man of great conceit or poor judgment. The inhabitants of the neighborhood asked to be allowed to come into the fort for safety but their request was denied. Alden himself lodged without the fort. He sent out scouts who were captured by Brant.

Brant and Butler attacked Cherry Valley the misty, rainy morning of November 11. Forty-eight people were killed, including Colonel Alden and fifteen soldiers of the garrison. About forty captives were taken, many of whom were released the following day. The raiders twice attacked Fort Alden but were driven off by the effective gunfire of the garrison.

The year 1778 was marked by the erection of fortifications at West Point on the Hudson, which made it the greatest military stronghold in America. Fort Constitution, on present Constitution Island opposite West Point, was the first American fortification to be built in this strategic area. It was erected in 1775 and abandoned by its American garrison on October 7, 1777, on the approach of Sir Henry Clinton's fleet, in its movement up the Hudson River during the Saratoga campaign. It was reoccupied by the patriots after Clinton returned to New York. After Forts Clinton and Montgomery were taken by the British in 1777 and following their retirement to New York City, the American military authorities turned to the strengthening of West Point as the vital American defensive point. Washington thoroughly understood the great strategic value of this Hudson River Gibraltar. The constructive work at West Point progressed throughout 1778. A new Fort Clinton was completed there in May, 1778. It stood 188 feet above the Hudson River. Other forts built at West Point in 1778 were Forts Webb, Wyllys and Putnam, which was 500 feet above the Hudson. Fort Putnam has been considerably restored in recent years. Other lesser defensive works were built and, by 1779, West Point was considered the strongest military post in America. Its capture thereafter was always in the minds of the British war command and this was the motive back of the Andre-Arnold plot to betray West Point into British hands in 1780.

Large quantities of powder and war materials were stored at West Point. Another Hudson River fortification, which was erected in 1778 was Fort Fayette at Verplanck's Point.

In 1778, a great iron chain was cast at Chester, about 25 miles west of West Point. It was brought there and riveted on 16 foot logs. On May 1, 1778, this great chain on booms was stretched across the Hudson at its narrowest point, where it remained a barrier to the British warships until the end of the war. When Arnold was engaged in his treasonable negotiations with Andre in 1780, he removed a link of the chain in its center, giving as an excuse that it needed repair.

The British war command ordered the evacuation of Philadelphia in the early summer of 1778. General Sir Henry Clinton succeeded General Sir William Howe in command of the British Army at Philadelphia. On June 18, 1778, Clinton crossed the Delaware River with 11,000 troops and started to march to New York across the State of New Jersey. Washington and his army pursued and, on June 28 the two armies met at Monmouth Court House, where they fought a hard but indecisive battle. Clinton and his army marched at night to Sandy Hook, where it was transported to New York by water. The American Army turned north and marched to the Hudson River and crossed it into Westchester County, where Washington camped his troops until autumn. Then the American Army recrossed the Hudson and went into camp at Middlebrcok on the Raritan, where it remained during the winter of 1778-1779.

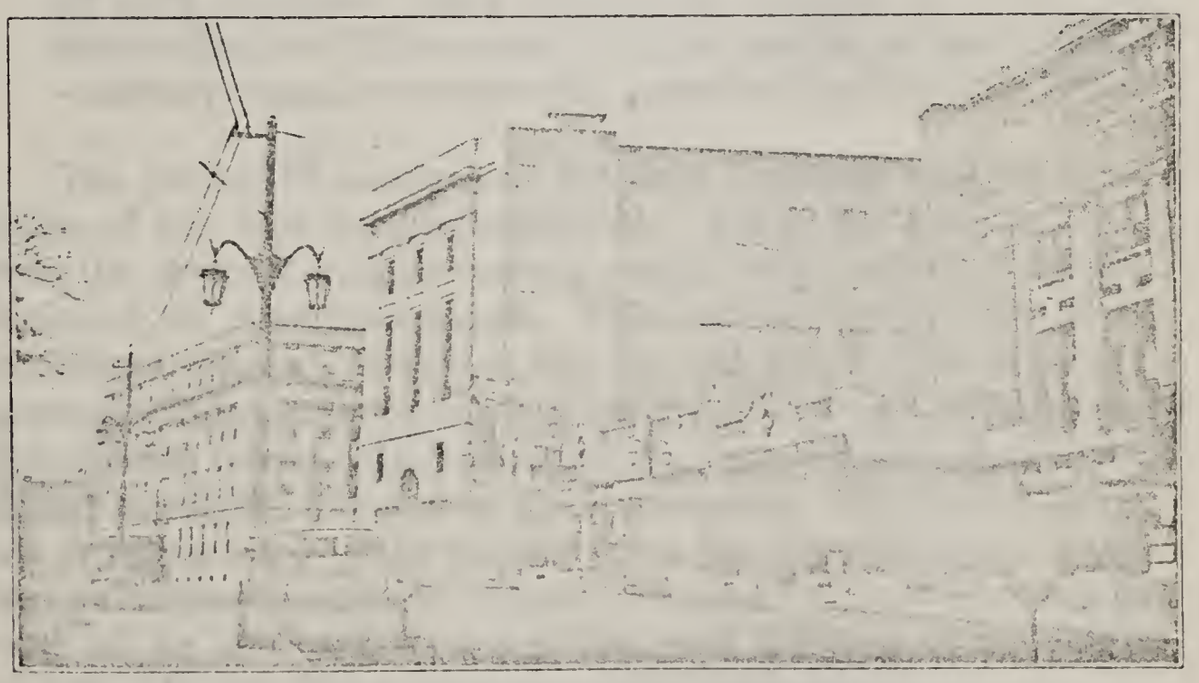
The New York State Legislature sat at Poughkeepsie in 1778 and there accepted the Articles of Federation agreed upon by Continental Congress.

Clermont, the Livingston Manor House, near Tivoli, was rebuilt in 1778, following its burning by the British in their advance up the Hudson, during the Saratoga campaign of 1777.

The years 1777 and 1778 were marked by forays in the Neutral Ground of Westchester County and by many minor engagements between American and British advance parties in this harassed and devastated area. The people of this section were absolutely ruined by the forays of the regular troops and the robberies of the guerillas.

By August, 1778, the British forces gradually withdrew to Manhattan Island and the posts on the Harlem River, both on the present Bronx and Manhattan shores. In 1779, the British abandoned the forts on the Bronx shores of the Harlem and Spuyten Duyvil and concentrated in the posts on upper Manhattan Island, which they held until they evacuated New York City in 1783.

On August 31, 1778, a battle occurred between British chasseurs and American troops with a party of Stockbridge Indians. The scene of action was near the present Woodlawn Cemetery in Bronx Borough, New York City. The British routed the Americans and their Indian allies and about 40 of the red men were killed or wounded.



IMPORTANT BUILDINGS ON UPPER BROADWAY, YONKERS

On the left is the Jewish Community Center. The Masonic Temple is in the center and the Elks building is on the right



CHAPTER 64.

1780—ARNOLD'S TREASON.

GENERAL BENEDICT ARNOLD, PLACED IN COMMAND OF WEST POINT, NEGOTIATES WITH BRITISH FOR BETRAYAL OF POST—MAJOR JOHN ANDRE CONFERS WITH ARNOLD ON THE SHORE OF THE HUDSON BELOW HAVERSTRAW, SEPTEMBER 20—ANDRE RETURNS TO NEW YORK ON ALBANY POST ROAD AND IS CAPTURED AT TARRYTOWN, SEPTEMBER 22, BY THREE AMERICAN MILITIAMEN, PAULDING, VAN WART AND WILLIAMS—SEPTEMBER 25, ARNOLD ESCAPES TO BRITISH SLOOP VULTURE—SEPTEMBER 30, AMERICAN ARMY BOARD OF INQUIRY SITS AT TAPPAN AND CONVICTS ANDRE AS A SPY—ATTEMPT TO ABDUCT ARNOLD FAILS—OCTOBER 2, ANDRE HUNG AT TAPPAN—WASHINGTON'S ARMY AT NEW WINDSOR, NEAR NEWBURGH, WINTER OF 1780-1781 AND SPRING OF 1781—FISHKILL, THE AMERICAN ARMY DEPOT—ENEMY RAIDS ON SCHOHARIE, MOHAWK AND UPPER HUDSON.

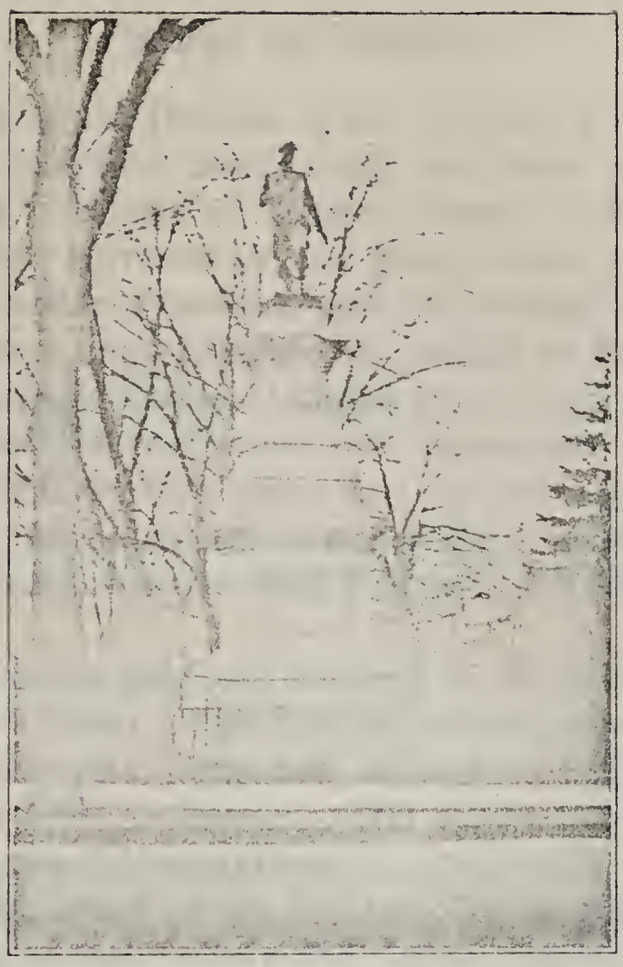
The year 1780 saw one of the most dramatic and vital features of the War for Independence. Again the Hudson River was the scene of swiftly moving events which affected the destinies of the American people. This drama was the plot of the American general, Benedict Arnold, and the British adjutant-general, Major Andre, to betray the great fortress of West Point into British hands. Andre's arrest as a spy, Arnold's escape and Andre's hanging followed in quick succession. The fate of America probably hung in the balance for a few days but three American militiamen saved the nation. The story of Arnold's treason, with all its blackness, is one of the most thrilling in all history and the Hudson River country was its background.

Late in the summer of 1780, General Benedict Arnold commanded West Point, the stronghold of the American Revolutionary Army. Arnold, who had been one of the greatest military leaders of the war, was soon involved in a plot to betray the country in whose defense he had fought so valiantly. Arnold was a brave soldier but a vain and unstable character.

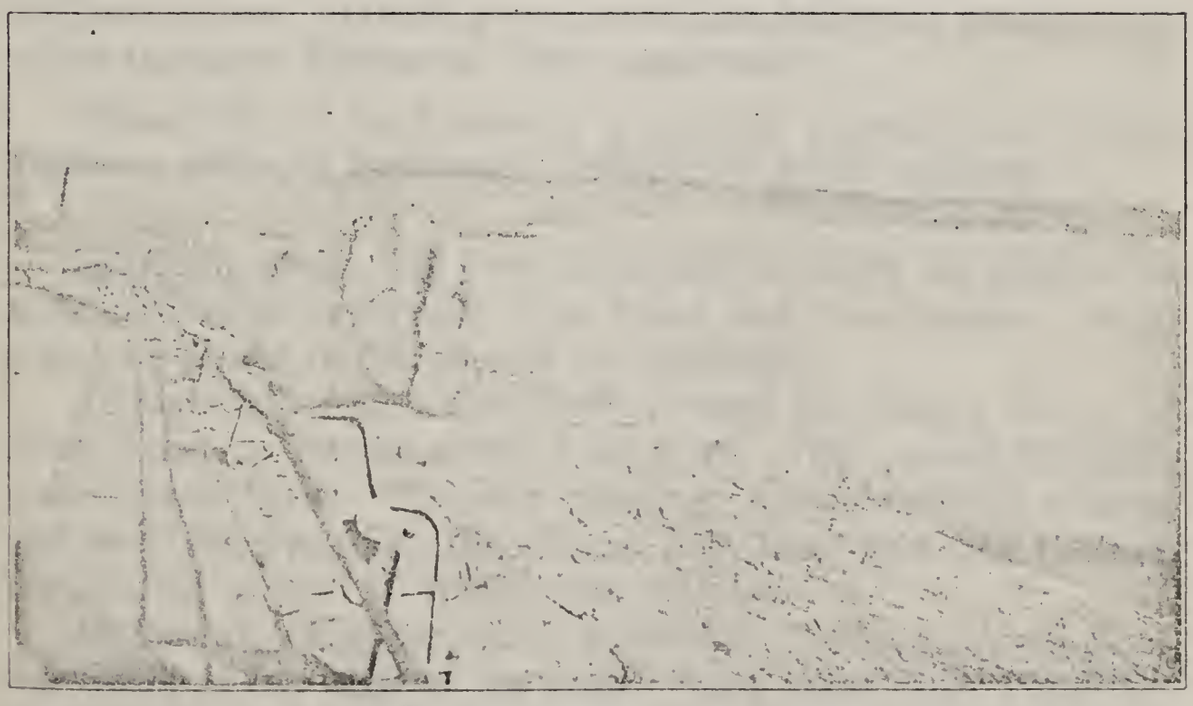
In 1778, when Benedict Arnold was the military governor at Philadelphia, he married Miss Shippen, an eighteen-year-old girl. At that time, Arnold was thirty-eight. He lived in extravagant fashion and soon became heavily involved in debt. For alleged sharp practices in the conduct of his official affairs, he was tried by court-martial which rendered a sentence that he was to be reprimanded by Washington. The Commander-in-Chief performed this task in a most diplomatic manner. However, Arnold felt himself aggrieved at this act, after his long record of brilliant military service. These revengeful sentiments probably induced him to attempt the betrayal of his country. In secret, he made treasonable overtures to Sir Henry Clinton, the British commander at New York. He also conducted a treasonable correspondence with Major Andre, Clinton's adjutant-general. This writing was done under assumed names. Prior to the meeting between Andre and Arnold, the American general had agreed to surrender West Point and its dependent posts. With West Point in their hands, the British would control the Hudson River and thus cut off New England from the other states. Its possession would be the entering wedge in opening a line of communication with Canada and the object would be effected which had dismally failed of accomplishment in the Burgoyne invasion of 1777. With British soldiers garrisoning West Point, the patriot army in New York could no longer hold out and the rest of the states could be conquered at the leisure of the English generals. Arnold agreed to deliver the fortress for $50,000 in gold and a brigadier-general's commission in the British Army. His wife was in absolute ignorance of his plot from start to finish.

The traitor and his British conspirators planned to effect their purposes in late September, when it was expected that Washington would be in conference with French officers at Hartford. Arnold and Andre met at midnight of September 20, 1780, on the shores of the Hudson below Haverstraw. The site is marked on the river bank and it is also indicated by a boulder marker, on the Storm King Highway, U. S. Route 9W, high above the broad expanse of Haverstraw Bay, which, at this point forms the widest part of the river.

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MONUMENT MARKING THE SITE WHERE MAJOR ANDRE WAS CAPTURED ON PRESENT BROADWAY, TARRYTOWN



ARNOLD-ANDRE BOULDER MARKER

This boulder with tablet stands on the Storm King Highway, New York State Route 9W, and it locates the point on the Hudson's shore below where Major Andre, British spy, and General Benedict Arnold, American traitor, first met and laid their plans. The boulder is several miles south of Haverstraw, which is seen in the distance together with the Highlands and Haverstraw Bay



Andre went up the Hudson in the *Vulture*, a British sloop-of-war. He was put in a boat which was sent to the vessel by Arnold. It was in charge of Arnold's friend, Joshua Hett Smith, who lived between Haverstraw and Stony Point. Andre's uniform was concealed under a surtout and he carried no papers. On shore, the plotters conferred on the details of their plans until dawn. Then Arnold induced Andre to go with him to Smith's house to continue the conference, but the traitor did not tell the British officer that Smith's place was located within the American lines. In the meantime cannon shots fired from Teller's Point, on the eastern shore, had driven the *Vulture* well down stream.

The plans for the proposed delivery of West Point were completed at Smith's house. The British were to move against West Point with a powerful force and Arnold was to surrender the fortress after a brief resistance. His excuse for his action was to be the weakness of the garrison.

After all the details were finished, Andre wanted Smith to accompany him to the *Vulture* that night. Smith refused to go so far down the river and it was planned to have Andre return to New York by land. Smith supplied Andre with one of his own suits and the British officer discarded his regimentals for civilian clothes. Arnold gave Andre the following passport, in which the latter figures as "John Anderson:"

"Permit Mr. John Anderson to pass the guards to the White Plains or below, if he chooses, he being on public business.

"B. Arnold, M. G."

Although Andre had been instructed to carry no papers, he took some notes regarding West Point and its subsidiary posts, which he placed in the soles of his stockings.

At nightfall, Andre and Smith crossed the King's Ferry, at Stony Point, to the east shore of the river. They passed the night near Croton River. The next morning, Andre mounted a horse and went southward on the Albany Post Road and soon reached the neutral ground of Westchester County.

At Tarrytown, three young American militiamen were playing cards at the edge of the road. They were John Paulding, Isaac Van Wart, and David Williams. Paulding was dressed in

a British trooper's coat. He had been a prisoner for a time and had been stripped of his good coat and given the worn-out trooper's coat. Paulding stepped into the road and halted Andre as he approached.

The British officer was misled by the red coat and he said:

"Gentlemen, I hope you belong to our party."
"Which party?" asked Paulding.
"The lower party."
"We do," said Paulding.

By this ruse, Andre was completely thrown off his guard and he told the three militiamen that he was a British officer. They replied:

"We are Americans."

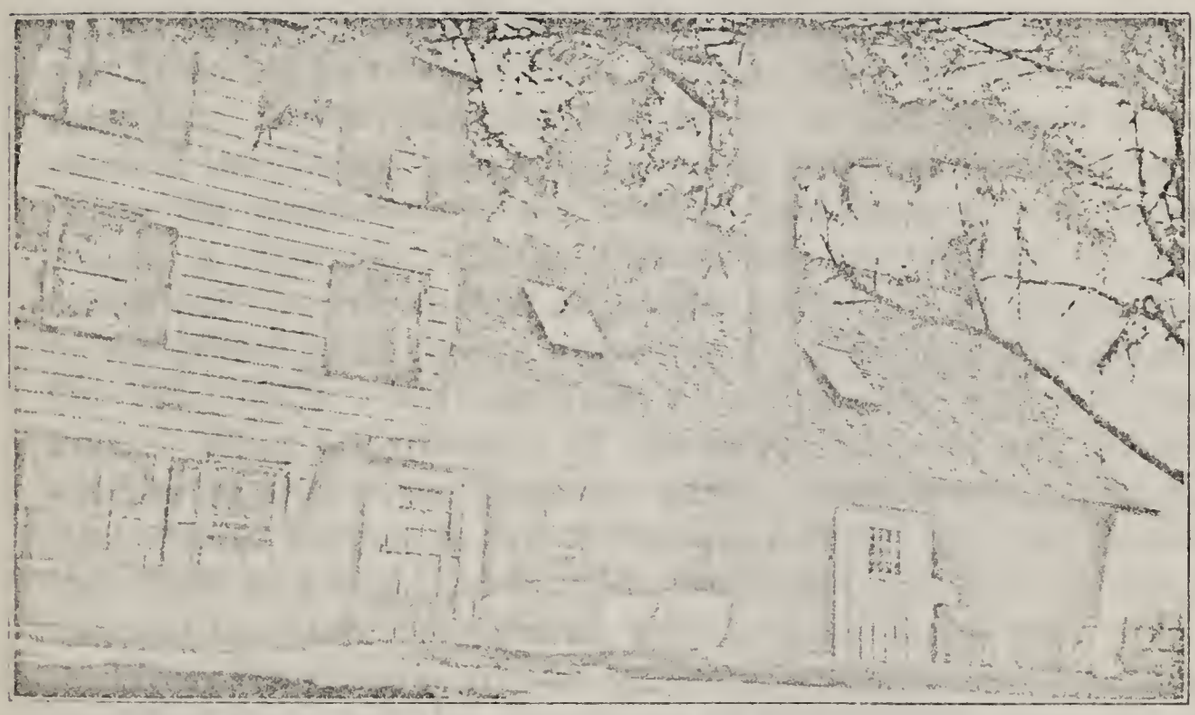
Alarmed at the trap in which he had been caught, Andre showed his passport signed by Arnold, but the young men shook their heads. He had said that he was a British officer and his speech indicated the truth of that assertion. They immediately suspected him of being a spy and ordered him to dismount. Then they searched Andre. On pulling off his boots, they discovered the papers in his stockings.

"My God, he is a spy!" exclaimed Paulding.

Andre offered the three young men large bribes for his liberty but they refused and took him to Colonel Jameson, in command of a post at North Castle. There Andre claimed to be an American and asked the colonel to inform his commander at West Point that John Anderson, although bearing Arnold's passport, was detained as a prisoner. Jameson was unthinking enough to do this and the message, which was delivered into Arnold's hands, enabled him to escape.

General Arnold had his headquarters at the former country home of Beverly Robinson, opposite West Point. Mrs. Arnold, with her infant son, had recently gone there. Washington, with Generals Knox and Lafayette arrived on the morning of September 25th, two days prior to their expected appearance. That was the day set for Clinton's expedition and Arnold's surrender of the post. They sent word to Arnold that they would take breakfast with him. However, the three generals went to inspect some fortifications and sent word by Colonel Hamilton to Mrs. Arnold not to keep the meal waiting for them.

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WASHINGTON'S HEADQUARTERS, TAPPAN

This ancient brick and stone house was occupied by General Washington during the trial of Major Andre at Tappan in 1780. The old Dutch farmhouse was built by John Stratemaker in 1700. That date is on the front of the building, the figures being made by bricks set in the wall endways and slightly projecting

Arnold and his guests were breakfasting when a messenger arrived with the letter from Colonel Jameson telling of the capture of John Anderson bearing a passport from Arnold. The traitor read the letter and realized that all was lost. Keeping his remarkable nerve, he left his guests and ordered his horse. Then he went to his wife's room and sent for her. When she came, Arnold told her of his peril. He said:

"I must fly instantly. My life depends upon my reaching the British lines without detection."

He left Mrs. Arnold in a swoon on the floor. He then returned to the breakfast room and again excused himself, saying that he had to go to West Point to make ready for Washington's reception. Arnold then mounted his horse and galloped to the shore of the Hudson where his six-oared barge was moored. Ordering his oarsmen into the boat, he told them to row to the middle of the river. He drew his pistols and ordered the men to row down stream as fast as possible, giving, as an excuse, that he was bound on an urgent mission at the command of Washington. The *Vulture* lay near Teller's Point, now known as Croton Point. When within sight of the British man-o'-war, Arnold stood in the prow of the barge and waved a white handkerchief. He then ordered his men to row to the vessel, which they did. Arnold then went on board. The British commander retained the barge and sent the American oarsmen ashore with a boat's crew.

When Washington arrived at Arnold's headquarters, he took breakfast there and then went over to West Point, where he expected to meet the traitor. The Commander-in-Chief was told that Arnold had not been at the fort for two days. The General did not suspect the post commander for this peculiar conduct and he left the fort. On his return at noon, Colonel Hamilton handed Washington papers which convinced the General of Arnold's treason.

After Mrs. Arnold fainted, she was not found for a long time. After she recovered consciousness, she went into a hysterical frenzy. Washington went to her room and succeeded in soothing her. Washington kept his usual self-control under the distressing circumstances. He remarked to General Knox: "Arnold is a traitor. Who can we trust now?"

Major Andre was first taken to West Point and then to Tappan, which, at that time was the headquarters of the American Army. There Washington had his quarters in the Stratemaker house, built in 1700 and still standing. On September 30, a board of inquiry, composed of fourteen general officers, was organized to consider Andre's case. The board unanimously reported that: "Major Andre, adjutant general of the British Army, ought to be considered as a spy from the enemy and that, agreeable to the law and usage of nations, it is their opinion he ought to suffer death."

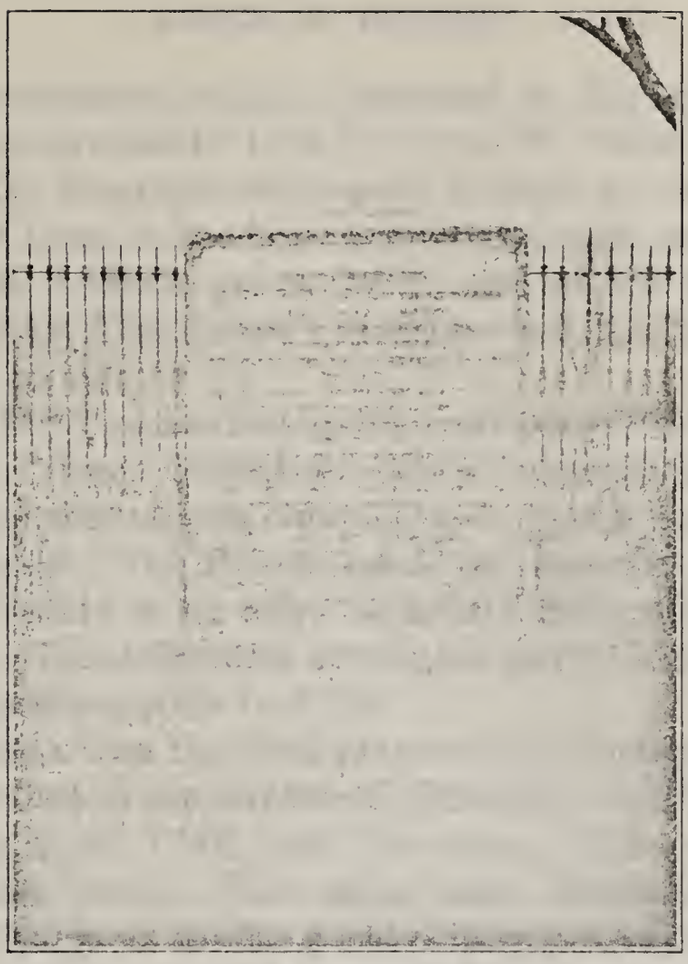
During his confinement at Tappan, Andre was detained in the present so-called "'76 House," which is still standing. Great efforts were made to save his life and great sympathy was felt for him, even in the American Army. Washington would have saved him if the rules of war had not prevented his action.

A party of American soldiers was sent to attempt to abduct Arnold and bring him to Tappan. Sergeant Champe, of Lee's Legion, played the part of a deserter from the American Army, and went to New York where he met Arnold in a garden at British headquarters. The traitor warmly welcomed the supposed deserter. A plan was made to seize and carry off Arnold while he was conferring with Champe in the garden on the evening before the day set for the execution of Andre. The plot was foiled because Champe was sent away with a party of British to Chesapeake Bay during the day set for the carrying out of the plan.

Andre's execution was set for October 1, but the time was changed to the following day. On the morning of October 1, Andre sat in his room in the "Prison House" at Tappan and made a pen-and-ink sketch of the boat in which he was rowed from the *Vulture* to his conference with Arnold near Haverstraw. The picture shows Andre, Smith and the oarsman. It shows that Andre closely observed the Hudson's shore as the sketch represents High Tor with considerable fidelity. Andre also made a pen portrait of himself. After the execution, Andre's servant took these drawings to New York City and gave them to Colonel Crosbie. They have been reproduced in several historical works.

On October 2, 1780, Andre was hung on a hill in the western part of Tappan, in the presence of a great crowd of soldiers and

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SITE OF ANDRE'S EXECUTION

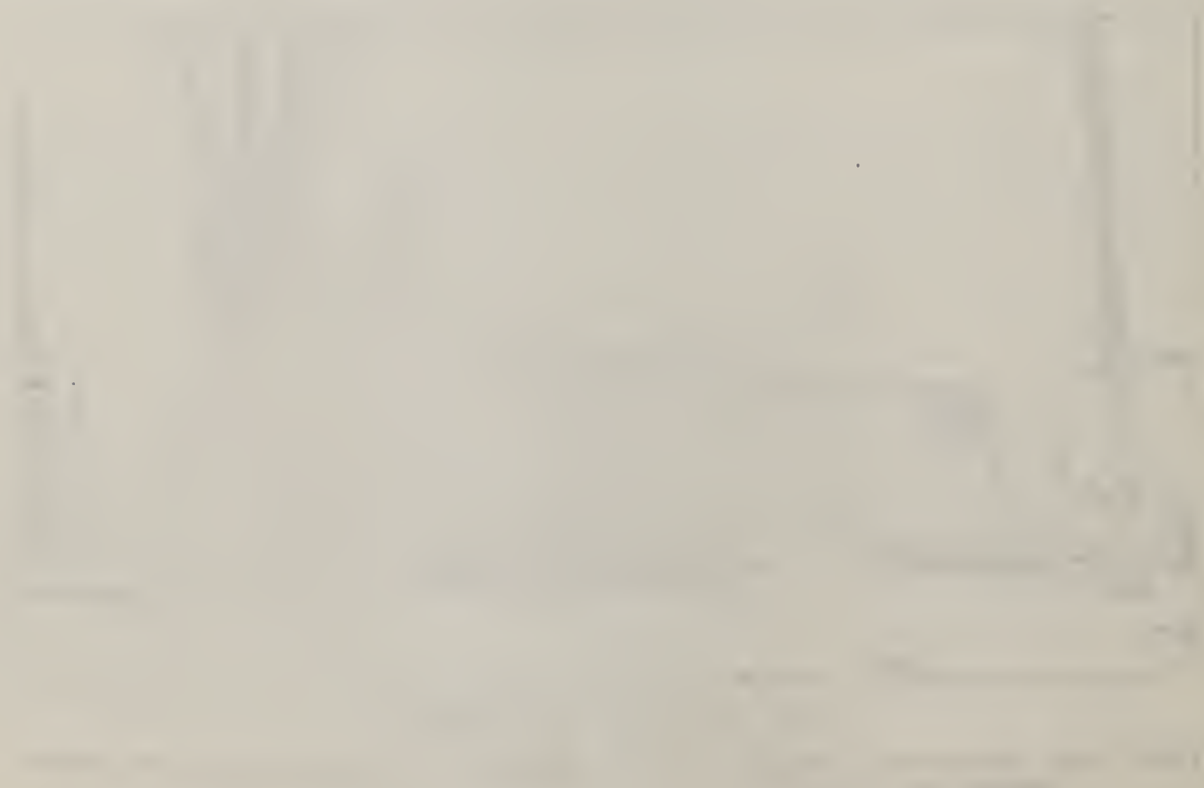
Stone marker on the hill at Tappan where Major Andre of the British Army was hung in 1780. The stone was dynamited by some unknown person, after which the iron fence was erected



THE '76 HOUSE AT TAPPAN

Here Major Andre was confined prior to his execution in 1780. This old brownstone building was originally a Dutch farmhouse. It was built in 1752





civilians. A monument, which is pictured in this volume, marks the site. It was erected in 1882 by Cyrus W. Field. Some misguided patriotic American attempted to blow up this memorial and, since that time, it has been surrounded with an iron fence. Illustrations of Andre's prison house and of the Stratemaker house, which was Washington's headquarters, are also included in this work.

The year 1780 was marked by the active disaffection of Ethan Allen and his "Green Mountain Boys," concerning Vermont's claim to independence from New York, in which state its territory was included. The British made unsuccessful overtures to the Vermont leaders in an effort to secure their adhesion to the British cause. The difficulties continued until Vermont was set up as an independent state in 1781.

New Windsor was the headquarters of Washington's army in June, 1779, and in the winter of 1780-1781 and the spring of 1781 and from April, 1782, until November, 1783—or the greater part of three years. This camp, near Newburgh, was the closest point of support for the great military stronghold of West Point, the protection of which was vital to the American cause.

General Washington made his headquarters at the Ellison house, in New Windsor, in 1779, 1780 and 1781. In 1781, Washington and his staff became the guests of Colonel Jonathan Hasbrouck at his home, at the junction of present Washington and Liberty streets in Newburgh. This interesting old stone house, known as "Washington's Headquarters," now stands in a State Park, which embraces the State Historical Museum and the Tower of Victory. The Ellison house was later the headquarters of Generals Knox, Greene and Gates. The dashing Revolutionary general, "Mad Anthony" Wayne, had his headquarters for a time at the corner of present Broad and Liberty streets, Newburgh. General Lafayette had his headquarters for a time at the Williams house on Moodna Creek.

There was considerable social gayety at the headquarters of the American generals. When General Knox had his headquarters at the Ellison house, pretty Lucy Knox gave a dance, at which Washington stayed so late "as to incur the displeasure of his wife." The names of the belles of this ball—Lucy Knox, Gitty

Wynkoop and Sally Jensen—were scratched with a diamond on a window of the house.

The Ettrick house stood south of Quassaick Creek, which runs through Newburgh. Here an attempt was made to kidnap Washington while he was Ettrick's guest at dinner. Ettrick's pretty daughter informed against her father and, for her loyal service, the Tory was given his liberty.

The little village of Fishkill lies about two miles east of the City of Beacon, which is opposite Newburgh on the west shore of the Hudson. Here, in 1776, the New York State Assembly, or Convention, sat for a short time in the Fishkill Reformed Dutch Church, which was built in 1760. In 1780, Fishkill was the main depot of the American Army. Here then was located a considerable army town by itself, with hospitals, workshops, magazines, and large barracks for the soldiers. The war sword of Washington was made at Fishkill It is now in the National Museum at Washington and it bears the name of J. Bailey, the Fishkill maker. Baron Steuben had his headquarters at the Verplanck house in Fishkill in 1783, when the Society of the Cincinnati was organized there. It is said that there are more graves of Revolutionary American soldiers at Fishkill than at any other place in the United States.

The entire Newburgh-Beacon-Fishkill area is nationally important as the sites of the great military camps of the Revolutionary American Army during the last half of the war. The region was admirably adapted for such a camp and its strength and strategic value had much to do with final American success. The American Army, at this point, was so located that it could strike at the enemy if it appeared on any section of the vital Hudson River line of defense, the greatest, most vital and most important in the Thirteen Original States.

The year 1780 was marked by a series of disastrous raids in the Mohawk Valley, which, as previously stated in this work, is part of the Hudson River watershed. Sir John Johnson, the Tory leader, who was the son of Sir William Johnson, figured prominently in these terrible invasions which resulted in largely destroying the patriots' resources in the Mohawk Valley, which had formed a granary of the Continental Army. In these raids of 1780, several hundred people were murdered, many were cap-

tured, several hundred houses and many barns, mills and several churches were burned, cattle and horses were killed or driven off, crops were burned and much of the Mohawk and Schoharie River region was desolated. Many of the people fled to the forts. The main raids of 1780 took place at and in the neighborhood of Johnstown, Caughnawaga or present Fonda and Fort Plain, while Johnson's great raid of 1780 covered about 75 miles of the Schoharie and Mohawk valleys. The object of these series of raids on the part of the British was to destroy a region which had been a rich source of supplies for the American armies since the beginning of the war. In this attempt, the enemy was largely successful and the Mohawk and Schoharie regions ceased to be one of the chief granaries of Washington's forces.

On April 24, 1780, a party of Indians and two Tories raided Cherry Valley and killed eight settlers, captured fourteen and destroyed the last vestiges of the settlement.

On Sunday, May 21, 1780, Sir John Johnson, at the head of 500 British, Indians and Tories, came down from Canada by way of Crown Point and the Sacandaga River and struck the Johnstown and Caughnawaga (Fonda) neighborhoods. Patriots were killed and captured and their homes and barns burned.

On August 2, 1780, 500 Tories and Indians, under command of Brant, the Mohawk chief, and Cornplanter, the Seneca chief, raided Fort Plain and its neighborhood although they did not attack the fort. The raiders killed 16 men, women and children, burned 53 houses and many barns and other buildings and set fire to the crops. The raid extended from Van Hornesville for 12 miles down the Otsquago Creek valley to Fort Plain and a wide extent of adjacent land and thus one of the richest regions of the Mohawk Valley was thoroughly desolated.

In October, 1780, Sir John Johnson destroyed houses, barns and crops for fifty miles through the Schoharie and Mohawk River regions, in what was probably the greatest raid of the Revolutionary War. There were 800 British and German regulars, Tories and Indians in Johnson's little army. The raiders started destruction in the Schoharie Valley on October 16. Johnson's force moved down the Schoharie to the Mohawk River at Fort Hunter. His men fired a few shots at the Middle and Lower

Schoharie forts on their way. From Fort Hunter, the raiders marched up the Mohawk River burning and killing as they went.

Col. Robert Van Rensselaer, at the head of a force of Albany County militia, pursued Johnson's invaders. He sent orders to Col. John Brown at Stone Arabia to march from Fort Paris and oppose the enemy.

Brown's force of 150 Americans was routed and 50 of them were killed, including the Colonel.

The battle of Stone Arabia was fought on the morning of October 19. Early in the evening, Van Rensselaer's army of 1,500 men caught up with Johnson's raiders at a place called Klock's Field, near present St. Johnsville. The Americans routed the enemy in a short, sharp battle but Johnson and his men escaped in the night. Over 100 Americans were killed in this raid and hundreds of houses and barns were burned, including the crops which had been gathered. Johnson left the Tory farmers' buildings standing in the Schoharie Valley but the patriots turned out and burned them all after Johnson's men left. Thus destruction was completed along the Mohawk and Schoharie valleys before the winter of 1780-1781. No other section of the United States was so desolated, during the Revolution, as the watershed of the Mohawk River, which includes the Schoharie and its affluents. The stricken people of the region gathered in or alongside the forts and made log huts in which to spend the severe winter of that climate.

A very complete account of the Mohawk and Schoharie valleys raids during the Revolution will be found in the author's "History of the Mohawk Valley—Gateway to the West," published by the S. J. Clarke Publishing Company in 1925.

Early in October, 1780, Major Carleton left Canada with 1,000 men, including Tories and Indians. His invasion of New York was coincidental with that of Sir John Johnson's raid of the Schoharie and Mohawk valleys. Carleton's expedition went up Lake Champlain and, at Crown Point, he landed 200 men to raid in the direction of Schenectady or Ballston Spa. This detachment was in charge of Captain Munroe, a Tory and a former resident of Schenectady.

Carleton's main body of 800 men was reserved to attack Fort Anne and Fort George. He moved rapidly and took Fort Anne

on October 10 and Fort George on October 11. His force burned the posts and made prisoners of the garrisons. During his stay in that vicinity, Carleton sent out raiding parties which destroyed much property, particularly in western Washington County, in Warren County and in the northeastern part of Saratoga County. About the middle of October, the expedition started on its return to Canada, having done little except to destroy property.

The people of the upper Hudson Valley had been warned of this invasion. Militia of Ballston and Schenectady had gathered at Ballston Spa to resist the oncoming invaders. As none appeared they dispersed.

Munroe's party broke into the Ballston settlement on October 16, 1780. It captured Col. James Gordon, a prominent patriot, several of his servants and negro slaves, killed Isaac Stow, a miller, and severely wounded George Scott. The invaders also captured about 30 other persons. Munroe started on the return march to Canada on October 17, 1780. He gave orders to kill all the prisoners if his party was pursued. Gordon sent back this word to the militia commander and no pursuit was made.

Viewed in the light of material results, Carleton's expedition was a failure.

The year 1780 closed with the Americans still strong in spirit but weak in material resources and lacking a strong central government. Continental paper money had become almost worthless. The year 1781 was to soon present brighter prospects for the patriot cause.

CHAPTER 65.

1781—AMERICAN-FRENCH ALLIES CONQUER BRITISH AT YORKTOWN.

ARNOLD LEADS BRITISH-TORY RAID IN VIRGINIA—ATTEMPT TO CONQUER STATE FAILS—BRITISH ARMIES DRIVEN TO SEA COAST—ROCHAMBEAU LEADS FRENCH ARMY TO DOBBS FERRY, JULY 6, 1781—WASHINGTON AND ROCHAMBEAU PLAN ATTACK ON NEW YORK—CHANGE PLANS TO MOVEMENT AGAINST CORNWALLIS AT YORKTOWN, WHEN DE GRASSE SAILS FOR CHESAPEAKE—MARCH TO YORKTOWN—AFTER VIGOROUS SIEGE, CORNWALLIS SURRENDERS, OCTOBER 19, 1781—NEWS CREATES GREAT JOY AMONG PATRIOTS—EVENTS ON MOHAWK RIVER—DETAILS OF CROSSING OF HUDSON RIVER, BY AMERICAN AND FRENCH ARMIES, ON MARCH TO VIRGINIA.

The Yorktown campaign of 1781 ended in a complete victory for the American cause and again the Hudson River country was closely identified with one of the great movements of the Revolution.

In 1781, Sir Henry Clinton, the British commander, sent the traitor Arnold into Virginia at the head of a great raiding party consisting of 1,600 British and Tory troops. Arnold was as active in his service for the British as he had been as a commander of the American armies. He went up the James River and burned Richmond and then went down the river, destroying and plundering on his way. He then learned that the French fleet was on its way from Rhode Island bound for Virginia. Arnold then moved his little army up the Elizabeth River and camped at Portsmouth opposite Norfolk. The Americans made great efforts to capture him. Washington then sent Lafayette to Virginia to assist Baron Steuben, who was in command in that state. Inflamed by the presence and acts of the traitor Arnold, the Virginia militia rallied in large numbers to support the patriot forces.

Governor Jefferson offered a reward of $25,000 for Arnold's capture. The French fleet bottled up the traitor on the Elizabeth River. However, after a naval battle with Admiral Arbuthnot's British fleet, the French fleet was forced to retreat.

Arnold's army was soon afterward reinforced by 2,000 men under General Phillips who then took command of the British forces in Virginia. Lord Cornwallis, at the head of a British force, moved from North Carolina into Virginia and joined Phillips and Arnold. The combined British armies attempted to conquer Virginia but they were driven to the seacoast by the Americans and camped at Yorktown, on the York River. The British then proceeded to fortify Yorktown. New York was then in danger of falling into the hands of the combined American and French armies and Clinton ordered Cornwallis to remain near the seacoast in order to reenforce the New York garrison.

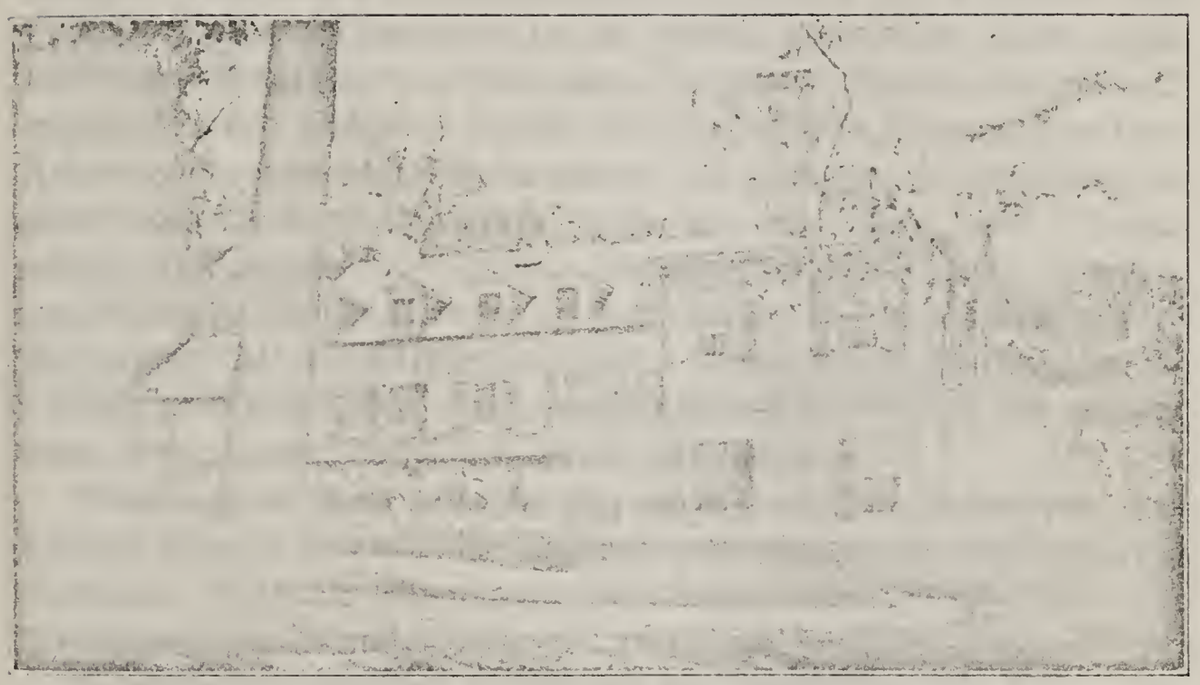
Washington had been informed that Count De Grasse, a distinguished French admiral, was in command of a fleet in the West Indies and that he was ready to coöperate with the French and American armies. Washington was planning an attack on New York but, before De Grasse could move, Clinton received 3,000 British reinforcements.

Count De Rochambeau led his French Army from Rhode Island to the Hudson River, arriving at Dobbs Ferry on July 6, 1781. The American Army was so impoverished, at the time of the junction with the French, that Washington was forced to borrow $20,000 to enable it to continue its operations. De Rochambeau and the patriot Robert Morris, superintendent of finance for the United States, guaranteed its return.

General Washington made his headquarters at the home of Philip Van Brugh Livingston. The original part of this house is still standing at Dobbs Ferry. It forms the rear of a handsome frame mansion of the Colonial type, which is located on the eastern side of the Albany Post Road in the southern section of Dobbs Ferry. A monument with bronze tablets records the fact that it was here that Washington and Rochambeau planned the Yorktown campaign. The house is naturally one of the most historically important residences in the United States.

Lafayette wrote to Washington that Cornwallis had made a tactical blunder in cooping up his army in the fortified military

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WASHINGTON'S HEADQUARTERS, DOBBS FERRY

Washington and Rochambeau planned the campaign of 1781 against Cornwallis at Yorktown in the older portion of this house which is its rear section. In 1783, Sir Guy Carleton, British commander-in-chief, visited Washington here and arranged for the evacuation of New York by the British. During the Revolution, this was the home of Philip Van Brugh Livingston

camp at Yorktown and he urged the General to move on to Virginia with the armies to attack and conquer the British forces there located. The combined French and American armies remained at and near Dobbs Ferry for six weeks waiting for De Grasse's French fleet to arrive and attack New York, when the massed allied forces would move on the city.

During this period, when Washington and Rochambeau were planning an attack upon New York City, the allied troops advanced in force from Dobbs Ferry southward as far as Kingsbridge. This was a reconnaissance in force by the American and French troops preliminary to an attack upon New York when De Grasse should arrive with naval support. At this time Washington learned that De Grasse had sailed for Chesapeake Bay. After conference with Rochambeau, the Commander-in-Chief decided to march to Virginia with the American and French armies and attack Cornwallis. Washington then wrote misleading letters to General Greene in New Jersey and sent them so that they would fall into Clinton's hands. General Schuyler also wrote a letter to Washington which was designed to mislead the enemy, when it purposely came into their possession.

Washington then ordered the march and the American and French armies crossed the Hudson and started on their way to Virginia. Clinton was completely fooled and thought that the movement was intended to cover an attack on New York.

Washington reached Yorktown on September 28, 1781, and began the siege of the British camp. The allied American and French forces numbered 12,000 men opposed to the British force of 7,000. The French fleet, under De Grasse arrived and blockaded Chesapeake Bay. Following a vigorous siege, Cornwallis finally surrendered on October 19, 1781. A vast crowd of Virginians witnessed the surrender. A few days afterward, Clinton arrived with 7,000 British reinforcements. He was, of course, compelled to return to New York.

The surrender of Cornwallis brought joy to the hearts of American patriots as they felt that their cause had finally triumphed. The event also stimulated peace sentiment in Great Britain.

There was considerable military activity in the Mohawk River region of the Hudson Valley watershed in 1781. In June, Colonel

Marinus Willett was appointed to the command of the American Army posts in the Mohawk Valley. He selected Fort Plain as his central post, which was thereafter the military headquarters of the Mohawk Valley during the last three years of the Revolution.

On July 9, 1781, a party of 500 Tories and Indians raided Currytown, near present Canajoharie. Willett marched with 250 men from Fort Plain in pursuit of the enemy and defeated them at the Battle of Sharon.

On October 24, a force of 700 Tories and Indians raided through the Mohawk Valley, from Currytown to Amsterdam and thence to Johnstown. Colonel Willett gathered 400 men and marched to Johnstown. He divided his force and attacked the enemy in front and rear near Johnson Hall. Willett led the frontal attack which was repulsed and the Americans broke and ran. Major Rowley led the rear attack and his small force eventually drove the enemy from the field. The Tory-Indian force was commanded by Major Ross and the brutal Tory, Captain Walter Butler. The enemy tried to escape by a wilderness route to West Canada Creek and thence to Canada. Willett's force caught up with them at that stream on October 29. In a brisk skirmish, Butler was killed. The news of his death caused as much rejoicing among the people of the Mohawk Valley as that of the surrender of Cornwallis, which reached the Valley at about the same time. On his return march, Willett and his men were given a jubilation feast at Fort Dayton, at present Herkimer.

So successful had the American military operations been in 1781 that, at the end of that year, the only important posts held by the British on the Atlantic Coast were New York City, Charleston and Savannah.

Washington's army spent the winter and spring of 1780-1781 in a line of cantonments extending from New Windsor, near Newburgh, to Morristown, New Jersey. The main body of his army had wintered at the Newburgh camp. The details of the movements of the American forces, prior to the beginning of the Yorktown campaign, are given as follows in "The History of Rockland County" by Judge Arthur S. Tompkins of Nyack:

"The French had wintered at Newport. The time had come for striking a fatal blow. The allies would either lay siege to

New York or strike Cornwallis at Yorktown, Virginia. Their first decision was to try New York. On June 18, the French started from Rhode Island toward Westchester County. Washington left his headquarters at New Windsor on the 26th and, with the American divisions, crossed the Hudson. The junction with the French was effected, the left of the French line being at White Plains, the American right on the Tappan Zee at Dobbs Ferry. The American troops then numbered only 4,500. They had no uniforms and were poorly equipped; in this respect, presenting a great contrast to the French Army.

"For nearly two months, the allies remained practically inactive in Westchester County, threatening Sir Henry Clinton's army on the south side of the Harlem. They were waiting for the French fleet, without the aid of which they did not wish to attack.

"When it was learned that De Grasse had entered the Chesapeake, Washington and Rochambeau suddenly changed their plans, resolving on a quick march to Virginia. The troops began to march on the 19th of August at four in the morning. Part of the American Army crossed to Sneden's Landing. The rest followed the shore [Albany Post] road to King's Ferry and crossed there. The French took a circuitous route to Verplanck's Point, by way of Phillipsburgh, North Castle, Leguid's Tavern, Pensbridge, Crampond and Peekskill, where they arrived on the 22d. Rochambeau, unwilling to pass so near West Point without seeing it, devoted the 23d to visiting that famous fortress in the company of Washington and several officers. The same day, the French wagons and the legion of Lanzun crossed the river at King's Ferry and halted at Haverstraw, near the residence of Joshua Hett Smith. Bourbonae's brigade passed over on the 24th, and the rest on the 25th. Washington left a corps of 3,000 militiamen, under Heath, to defend the Highlands. The allied forces marched in three grand divisions, each one day's march apart, the second division spending one night at the quarters occupied by the first division on the previous night. The American force of 3,000 men constituted the first division. The first bivouac, after leaving Haverstraw was at Suffern, the next at Pompton."

CHAPTER 66.

1782—REUNION OF AMERICAN AND FRENCH ARMIES AT VERPLANCK'S POINT.

AMERICAN ARMY AT NEWBURGH—COUNTRY IN DISTRESS—CONGRESS WITHOUT FUNDS—DISAFFECTION IN ARMY—COLONEL NICOLA'S LETTER TO WASHINGTON, SUGGESTING THAT HE BE MADE KING, BRINGS SHARP REBUKE—PRELIMINARY TREATY OF PEACE SIGNED AT PARIS, NOVEMBER 30—REBUILDING STARTS IN HUDSON VALLEY—SIR GUY CARLETON SUCCEEDS CLINTON AS COMMANDER-IN-CHIEF IN NEW YORK—AT END OF 1782, BRITISH HOLD ONLY NEW YORK—AUGUST 31. AMERICAN ARMY MOVES FROM NEWBURGH TO VERPLANCK'S POINT—SEPTEMBER 14. FRENCH ARMY CROSSES HUDSON AT STONY POINT (KING'S FERRY)—GRAND REUNION AND REVIEWS—OCTOBER 22. FRENCH ARMY MARCHES TO BOSTON TO EMBARK FOR FRANCE.

The American main army remained near Newburgh until the fall of 1782 when it marched to Verplanck's Point to meet the French troops, returning from Virginia and on the march to New England to embark for France. Although the American cause was virtually won, conditions in the States in 1782 were most deplorable, following the previous seven years of desolating warfare. Congress was without funds and officers and soldiers of the patriot army had received no pay for months. The weakness of the government was largely blamed for the situation. Discontent was rife in the ranks of the army. At this juncture, Colonel Nicola, a foreign officer, of the Pennsylvania Line, wrote Washington a letter in which he strongly advocated a monarchial form of government with Washington as King. The Commander-in-Chief received this letter at his headquarters in Newburgh. He sent a reply to Nicola which sharply rebuked him for his offer and there were no further attempts along this line.

In May, 1782, Sir Guy Carleton arrived in New York City and succeeded Clinton as commander-in-chief of the British forces in America. The peace party had come into control in

Great Britain and Carleton brought overtures for peace. Both Continental Congress and Great Britain now took measures to arrange a peace treaty. A preliminary treaty was signed at Paris on November 30, 1782.

The Mohawk Valley suffered its last severe raid of the war in July of 1782. An enemy force of 600 Tories and Indians appeared along the Mohawk River section and destroyed all buildings but one at present Little Falls and in the German Flats section where Mohawk, Ilion and Frankfort are located.

The enemy attacked Fort Herkimer but were driven off by the garrison's effective fire. The Indians caught a settler and tortured him to death in the sight of the garrison. Most of the inhabitants sought refuge in Fort Herkimer and in Fort Dayton at present Herkimer.

The Mohawk Valley was now thoroughly desolated but rebuilding was begun, however, with the prospective peace in sight. Rebuilding operations were started, on a more or less limited scale, throughout the Hudson Valley but it was not until 1783 and 1784 that extensive building began as the menace of destruction was not removed until April, 1783, when news of the cessation of hostilities became generally known.

The expectation of an early general peace and the withdrawal of British forces from the last Atlantic Coast post of New York was general throughout the country in 1782. The Tories in New York City now began to remove to Canada and other points, outside the States. In the fall of 1782, 600 Tories left the city for Nova Scotia. Confiscation of Tory property had been general throughout the nation and many of the Loyalists thereby lost everything. Those who wished to return to their former homes could not do so without the consent of the authorities of the States.

In 1782, Washington made the Hasbrouck house in Newburgh his headquarters and continued there until he left to make preparations for the American Army's part in the occupation of New York City following the British evacuation in November, 1783.

The last action fought in the war was a skirmish between an American force and a British foraging party near Charleston in August, 1782. The British evacuated Savannah on July 11,

and Charleston on December 14. At the close of 1782, New York City was the only Atlantic Coast post held by the British. However they continued to occupy the port for nearly a year. The British were still in possession of the frontier posts of Oswego, Niagara and Detroit.

Regarding the return of the French troops, from the battlegrounds of Yorktown to the shores of the Hudson in 1782, Tompkins' "History of Rockland County" has the following:

"At Verplanck's Point, occurred the grandest international military review in the history of the nation. On August 31, 1782, for the purpose of receiving and tendering a welcome to the French Army, then on its return from Virginia, the main Continental Army moved by land and water from their separate cantonments and stations in and near the Highlands and encamped at Verplanck's Point. The American forces numbered about eight thousand men and, for the first time since the beginning of the war, were decently uniformed, well armed, properly equipped and camped in tents of regular model. Six years of service in the field had made them trained veterans. All the tents were immediately decorated with laurel, evergreen and branches of trees, and the camp presented a picturesque and beautiful appearance.

"The French troops arrived at Stony Point on September 14, 1782, being saluted with cannonry and hailed with cheers by their allies on the farther shore. After crossing in boats furnished by the Americans, the French column marched through the American lines, receiving every mark of honor from Washington's men, and went into camp a short distance away. General Washington and his officers reviewed the French Army on October 1 and, the next day, the French officers reviewed the American forces. A fortnight later, eight battalions, picked from the Continental troops, were maneuvered before the officers of the two armies. An eye witness recorded that several of the French officers, who had seen troops of different European nations, bestowed encomiums and applause on our army, saying that they had seen no troops superior to the Americans. The Americans bestowed every courtesy and attention upon the French soldiers, who had aided them in throwing off the British yoke. On October 22 [1782], the French legions marched away for Boston and there embarked for home."

CHAPTER 67.

1783—END OF WAR—BRITISH EVACUATE NEW YORK.

FEBRUARY 14. KING GEORGE ORDERS CESSATION OF HOSTILITIES—WASHINGTON ORDERS COLONEL WILLETT TO CAPTURE FORT OSWEGO—EXPEDITION FAILS—ANONYMOUS ADDRESS ADVISES UPRISING OF AMERICAN ARMY AT NEWBURGH TO SECURE PAYMENTS DUE—MARCH 19. WASHINGTON ADDRESSES OFFICERS, WHO PLEDGE LOYALTY AND SUPPORT—APRIL 6. CARLETON RECEIVES NEWS OF ROYAL PROCLAMATION AT NEW YORK AND SENDS TIDINGS TO WASHINGTON AT NEWBURGH, WHO RELAYS PEACE MESSAGE TO CANADA BY WAY OF FORT PLAIN AND FORT OSWEGO—DISBANDMENT OF AMERICAN ARMY AT NEWBURGH BEGINS—JUNE. SOCIETY OF THE CINCINNATI FORMED AT FISHKILL—WASHINGTON TOURS UPPER HUDSON VALLEY AND MOHAWK VALLEY, VISITING BATTLEFIELDS OF SARATOGA CAMPAIGN—SEPTEMBER 3. PEACE TREATY SIGNED AT PARIS—TORIES LEAVE NEW YORK CITY—NOVEMBER 25. BRITISH EVACUATE NEW YORK AND AMERICAN ARMY FORCE, LED BY WASHINGTON, ENTERS CITY—GREAT CIVIC PROCESSION AND PATRIOTIC CELEBRATION—DECEMBER 4. WASHINGTON TAKES LEAVE OF HIS OFFICERS AT FRAUNCE'S TAVERN—THIRTY QUAKER FAMILIES LOCATE AT PRESENT CITY OF HUDSON IN 1783.

Although there was every prospect of an early conclusion of a peace treaty, at the beginning of 1783, still the American forces were kept ready for action. Indeed, Washington ordered one expedition, early in 1783, which might have aroused reprisals and continued hostilities if it had been successful. Such reprisals would have come from Canada and would have continued until King George's proclamation of February 14, 1783, ordering a cessation of hostilities, had become known in that British province. The object of this historical work is to present the facts of history and not to inquire too deeply into the motives of its actors. However, it is difficult to understand why Washington should

have ordered Colonel Willett at Fort Plain to capture the British fort at Oswego early in 1783, when peace was "in the air."

Willett gathered a force of 500 men and made a 125 mile march, from Fort Plain, to Fort Oswego, in the dead of winter. The American troops reached the neighborhood of the fort on February 9, 1783, but they were misled by an Oneida Indian guide during the night when it had been planned to attack. On the return march to the Mohawk Valley, the Americans suffered terrible hardships. This was the last military movement conducted during the war.

There was great discontent among the officers and soldiers of the American Army near Newburgh in the winter of 1782-1783. This ill feeling increased toward the close of the winter season. The army officers had petitioned Congress to make a full settlement of all their claims. That body, which was without resources, would make no definite promises as to the satisfaction of these demands. This inaction greatly increased the bad feeling which prevailed in the army.

On March 11, 1783, an anonymous address was circulated through the American camp. It purported to have been written by a suffering veteran but it was, in reality, the work of Major John Armstrong, a young man of twenty-five and a member of the staff of General Gates. He was Secretary of War in President Madison's cabinet in 1814.

Armstrong's address was inflammatory in its spirit. It advised the army to take matters into its own hands and to make a demonstration which would both impress and terrorize Congress and the people of the States. It advised the soldiers to "suspect the man who could advise to more moderation and longer forbearance." With it was a notice of a meeting of officers, which was to be held at "the Temple," a large building which had been erected for public gatherings and the use of the Free Masons, who were numerous in the American Army.

The papers mentioned were taken to Washington on the day they were circulated and he referred to them in general orders of the following day. He expressed his disapproval of them and invited the general and field officers of the army to meet at the Temple on March 19, 1783, at noon. General Gates was invited to preside at the meeting. The officers generally attended.

Washington mounted the platform and put on his spectacles preparatory to reading an address which he had written for the occasion. He turned to his audience and said: "You see, gentlemen, I have not only grown *gray* but *blind* in your service." These words produced a profound feeling of sympathy in the minds of his hearers.

Washington's address was dignified and patriotic in sentiment, while severe in some instances. It contained important suggestions regarding the best interests of the army as well as other matters relative to national welfare. Following his address, Washington left the gathering, leaving the officers to discuss the situation.

The officers came to a quick decision. They unanimously condemned the addresses, voted thanks to and expressed loyalty to Washington, declared faith in Congress and their determination to "carry on." This action went a long way toward mitigating the discontent prevalent among the soldiers who had won freedom for America. A few weeks later, the disbandment of the army began.

King George issued a royal proclamation on February 14, 1783, declaring a cessation of hostilities. It reached Sir Guy Carleton, the British commander at New York, on April 6. Carleton immediately sent the news to Washington at Newburgh. Continental Congress concurred in this action by proclaiming a cessation of hostilities on April 19.

When Washington received the news from Carleton, he immediately made plans to acquaint the British military authorities on the Canadian frontier with this important information. This he did and it is noteworthy that the tidings of the armistice were sent to Canada up the Hudson and along the Mohawk rivers, over Oneida Lake and down the Oswego River to the British post of Fort Oswego at Lake Ontario. Thus, this first information, as to the end of the war, came to Canada from Washington's headquarters on the Hudson, rather than from England, and the greater part of the route followed by Washington's messengers lay in the watershed of the Hudson River.

Shortly after Washington received the news of the armistice from Carleton, he sent a messenger with dispatches to Colonel Willett at Fort Plain acquainting him with the news and order-

ing him to send a messenger forward with the information to Major Ross, the British commander at Fort Oswego. Fort Plain was artillery, as well as military, headquarters for the Mohawk Valley division and Willett detailed the commanding artillery officer, Captain Alexander Thompson, to carry the news to Oswego. Thompson wrote a most interesting journal of this epic journey. He met a Tory lieutenant on his way to raid the country about Fort Plain, who turned back at the news of the tentative peace. Major Ross, at Fort Oswego, had received orders from Governor Haldimand of Canada to strengthen his fortifications in expectation of an American invasion. Ross at once drew in his scouts and sent the news by sloop to Fort Niagara. Arrangements were made for the liberation of American prisoners in Canada, for some of whom Thompson bore many letters sent by their Mohawk Valley relatives.

The Indians at Fort Oswego expressed murderous sentiments toward Thompson, as they had heard a rumor that "all their lands were to be taken from them and that they were to be driven to where the sun went down," which was quite a prophetic rumor. Captain Thompson started his return trip, from Fort Oswego to Fort Plain, on April 27, 1783.

Following the armistice proclamation by Congress on April 19, 1783, the disbandment of the army began at New Windsor near Newburgh. Some trouble now ensued. The soldiers who had enlisted "for the war" declared that they had a right to return to their homes. On the other hand, Congress declared that enlistments would not end until the definite treaty of peace had been signed. Washington again exercised the office of mediator. As a compromise in the situation, he issued long and indefinite furloughs to all soldiers, except those who had reenlisted until the establishment of a peace organization. Those soldiers, who had received furloughs, went home.

In June, 1783, the Society of The Cincinnati was formed, by officers of the army, at the headquarters of General Steuben in Fishkill. Washington was chosen president and General Knox secretary of the General Society of the organization. State societies were formed later. The constitution of the society provides that the eldest male descendant of an original member is

entitled to wear the badge and enjoy the privileges of the organization.

In the summer of 1783, while Washington was waiting at Newburgh for the conclusion of the definite treaty of peace, he planned a tour of the area of action which was covered in the Saratoga campaign of 1777. He made this journey between July 16 and August 5, 1783, and his trip extended northward to Crown Point and westward to Fort Stanwix (Rome) and Oneida Lake. The journey covered the Saratoga Battlefield and the route followed by Burgoyne's army southward from Fort Ticonderoga. There is no record by Washington of his journey, except in his correspondence with Congress, General Schuyler and the Chevalier Chastelleux. However, there is definite knowledge of Washington's tour of the Mohawk Valley through the researches of the historian, J. R. Simms, who gathered his information directly from the Revolutionary veterans who saw Washington on his tour. He visited Fort Stanwix, Oriskany Battlefield, Fort Herkimer, Fort Dayton, Fort Plain, Canajoharie and Schenectady on his return tour of the Mohawk Valley and he made side trips to Oneida Lake, Cherry Valley and Otsego Lake. Washington was much interested in inland waterways and he studied this subject on his tour. He also covered Clinton's portage march route of 1779, on his return from Otsego Lake to Canajoharie.

Washington made the trip from Newburgh to Albany by sloop on the Hudson River and from there the remainder of the journey was made by horse, except that part which covered Lakes George and Champlain, which was probably made by batteaux.

Washington's correspondence mentions only George Clinton as accompanying him. Campbell, in his "Annals of Tryon County," says that Governor Clinton, General Hand, and many other officers of the New York Line formed the party which journeyed with the General on his interesting and important tour of the scenes of the most vital actions of the Revolution. S. Ludlow Frey, the Mohawk Valley historian, gave the subject considerable study and he considered it probable that the following composed the party: Governor Clinton, General Hand, Assistant Quartermaster Dimler, Colonel David Humphries, Hodijah Bayliss, William S. Smith, Jonathan Trumbull Jr., Tench Tilghman,

Richard Varick (recording secretary), Benjamin Walker, Richard K. Mead, David Cobb and many other officers of the New York Line. The party numbered about forty officers. Colonel Marinus Willett, later sheriff and mayor of New York City, was in command, at Fort Plain in the Mohawk Valley, at the time of Washington's visit.

On October 12, 1783, Washington wrote Chastelleux as follows regarding this important journey:

"I have lately made a tour through the Lakes George and Champlain as far as Crown Point. Thence, returning to Schenectady, I proceeded up the Mohawk River to Fort Schuyler and crossed over to Wood Creek, which empties into the Oneida Lake and affords the water communication with Ontario. I then traversed the country to the eastern branch of the Susquehanna and viewed the Lake Otsego and the portage between that lake and the Mohawk river at Canajoharie. Prompted by these actual observations, I could not help taking a more extensive view of the vast inland navigation of these United States, from maps and the information of others and could not but be struck by the immense extent and importance of it and, with the goodness of Providence, which has dealt its favors to us with so profuse a hand. Would to God we may have wisdom enough to improve them."

The letter continues but the foregoing is the portion relating to his journey. Washington passed through the Mohawk Valley, as previously mentioned, which is the main link in water communication between the Hudson River and the Great Lakes, by way of the State Barge Canal, and the most vital section of the proposed All-American Ship Canal.

The foregoing interesting tour, made by Washington in 1783, is covered in detail in the author's "History of the Mohawk Valley—Gateway to the West."

The definitive treaty of peace between the United States and Great Britain was signed at Paris on September 3, 1783. It definitely ended the war and recognized the independence of the United States. When news of the treaty reached New York, Sir Guy Carleton made preparations for the evacuation of the city. Carleton and Washington met in the Livingston house at Dobbs Ferry and concluded the arrangements. Following the news of

the treaty, a large number of Tories left New York City and other portions of the Hudson Valley. In all, the British furnished transportation to Canada for 29,244 Tories—men, women and children, including some soldiers and 3,000 negro slaves.

On November 25, 1783, the last of the British troops embarked at the Battery in New York City and rowed away to the British ships which were waiting to transport them to England. With the final evacuation of New York by the British, the American Army of Occupation marched down the Bowery. This column was commanded by Major-General Knox and it was composed of picked men of the army. Captain Stokes' troop of dragoons marched at its head followed by an advance guard of light infantry, artillery, a battalion of light infantry, the Second Massachusetts regiment and a rear guard. The line of march was down the Bowery to Chatham, through Chatham to Queen (now Pearl) Street, which was then the principal thoroughfare. It then proceeded through Queen to Wall Street, to Broadway, where the column halted opposite Cape's Tavern. Here it was to receive the civic procession which was soon to follow.

A company of light infantry and one of artillery were detailed to march to Fort George, hoist the Stars and Stripes and fire a salute of thirteen guns. There they found that the halyards had been cut and the flagpole greased by British soldiers. An American sailor soon repaired the damage by nailing cleats to the flagpole which he ascended and then reeved the halyards. The American flag was raised and the salute fired.

A large and imposing civic procession now followed the route of the military. It started at Bull's Head tavern with Captain Delavan's Westchester Light Horse cavalry at its head. Following came General Washington and Governor Clinton and their suites on horseback; the Lieutenant-Governor and members of the City Council, four abreast; Knox, Steuben, James Clinton, McDougall and other general officers, eight abreast; and last came the Speaker of the Assembly and citizens on foot.

A great crowd witnessed the parade which was heartily cheered. When it arrived at Cape's Tavern, the military force there presented arms, the drums beat and the guns at Fort George thundered a salute. Addresses were then made to General Washington and Governor Clinton by prominent citizens.

Governor Clinton gave a great dinner in the evening at Fraunce's Tavern, which was attended by a distinguished company.

On December 4, 1783, Washington took leave of his officers in Fraunce's Tavern. It was one of the most dramatic events connected with the war. The principal officers of the army attended. The usually placid Washington is said to have shed tears on the occasion. He entered the room, took a glass of wine in his hand and said:

"With a heart full of love and gratitude I now take leave of you. I most devoutly wish that your latter days may be as prosperous and happy as your former ones have been glorious and honorable."

After drinking his wine, Washington said: "I cannot come to each of you to take my leave but shall be obliged to you if each will come and take me by the hand." Then followed the parting with his officers which was a most affecting scene.

Following the leavetaking, Washington left the room and walked to Whitehall, followed by a great crowd of people. There he entered a barge and was rowed to Paulus Hook (Jersey City), whence he journeyed to Mount Vernon, his estate in Virginia.

New York City now became temporarily the seat of the State government. Governor Clinton made his residence in the De-Peyster mansion on Queen Street near Cedar. Two months later, James Duane was appointed first mayor of New York under American rule by the Governor's Council and the city government was completed.

The year 1783 closed with America a free and united nation, after nine years of warfare or state of war.

The City of Hudson dates its development from the location of thirty Quaker families at Claverack Landing in 1783, although the region had been settled by the Dutch for a century prior to that date. However, the settlement at present Hudson grew rapidly following the location of the Quaker pioneers.

In 1783, Chancellor Robert B. Livingston, signer of the Declaration of Independence, erected the mansion "Idele" at Tivoli.

CHAPTER 68.

1784-1787—PERIOD OF IMMIGRATION, EMIGRATION AND DEVELOPMENT.

GREAT POPULATION MOVEMENT THROUGH HUDSON VALLEY, WESTWARD THROUGH MOHAWK VALLEY AND NORTHWARD THROUGH CHAMPLAIN VALLEY — HUDSON VALLEY SETTLEMENTS EXTENDED—TOWN DEVELOPMENT—1784. KINGS COLLEGE BECOMES COLUMBIA—1785. HUDSON RECEIVES CHARTER AS A CITY, THE THIRD IN THE STATE—STAGE COACHES RUN FROM NEW YORK TO ALBANY—1786. SETTLEMENT OF TROY BEGINS —1786. COLUMBIA COUNTY FORMED.

The history of the Hudson Valley, in the decade following the close of the Revolution (1784-1794), is one of immigration, emigration, development and progress. The tide of population movement, generally westward, began in 1784, the year following the ending of the war. During this great influx and exodus of people, a large part of the Valley of the Hudson was settled. The great tide of emigration went up the Hudson both by land and water. At Albany, most of it turned westward through the Mohawk Valley, where it passed over the Valley highways or went up the river. The foregoing Hudson-Mohawk route was that by which a great part of the emigrants journeyed to the Middle West. The route went through the only low pass in the Appalachian Mountain range and thus it was a favorite one for the west-bound American of post-Revolutionary days.

Doubtless, the greater part of the pioneers who settled the United States, west of the Atlantic coastal range, went thither by the Hudson-Mohawk route. It continued to be extensively used, by immigrants bound westward, for over a century following the close of the Revolution. When the Erie Canal was built in 1825, many settlers went west in canal boats. Later they traveled westward over the present New York Central Railroad.

Among its many other historical distinctions, the Hudson Valley has the proud record of being the main route for the settlement of the west, for it must be remembered that the Mohawk Valley is but a part of the Hudson River watershed.

Civilization developed rapidly in the Valley of the Hudson, following the end of the War for Independence. Settlements were made farther and farther from the Hudson and rough highways were opened up. Lumbering was an important industry and, in the half century following the end of the Revolution, the Hudson Valley was denuded of a great part of its forests and assumed much of its appearance of today. Towns began to develop from the hamlets and little villages which existed prior to the war, along the Hudson, while new settlements sprang up in regions remote from the river. Manufacturing began and factories were established. Schools and churches were built everywhere. Newspapers were started and a beginning was made in weaving the whole complicated fabric of modern civilization from the crude materials of Colonial times. In the period under consideration, New York, Albany and Kingston continued as the leading towns of the Hudson River. Albany was a great center in the population movement westward as it was located at a four corners, with settlers passing through it from the Hudson Valley and from New England, bound westward through the Mohawk Valley and northward by way of the upper Hudson and Champlain valleys.

In 1784, a great Indian council was held at Fort Stanwix (present Rome) between representatives of the State of New York and the Six Nations. A treaty of peace was made on October 22, and the ceremonies concluded with a great footrace between the Indians.

Utica, on the Mohawk River, was permanently settled in 1784 by the location of three families at present North Utica.

In 1784, the name of Tryon County was changed to Montgomery, in honor of the hero of Quebec, and the name of Charlotte County was changed to Washington, in honor of the man who was mainly responsible for the winning of American liberty.

In May, 1784, Kings College, in New York City, was rechartered by the State of New York and named Columbia College. In 1785, Union Academy was founded at Schenectady. This was

the beginning of present Union University with departments at Schenectady and Albany.

In 1785, Hudson was incorporated as a city, the third in the state—New York, Albany, Hudson. Fishing, shipbuilding, whaling and water commerce activities began at Hudson in 1786. The present cement works cover the river docks which were then in use. Hudson's growth was very rapid for the period mentioned and it was the Hudson River boom town of its day.

Stage-coaches began to run from New York to Albany over the Albany Post Road in 1785.

In 1786, a number of New England pioneers settled at present Troy. This immigration marked the beginning of the civic development of the city. At the time of this immigration, present Troy was known as Vanderheyden's and there were three farmhouses there occupied by members of that ancient Dutch family.

In 1786, Columbia County was formed. The City of Hudson is the county seat.

CHAPTER 69.

1788—ADOPTION OF U. S. CONSTITUTION BY NEW YORK STATE CONVENTION AT POUGHKEEPSIE.

WEAKNESS OF UNITED STATES GOVERNMENT UNDER ARTICLES OF CONFEDERATION OF 1777-1787. CONVENTION AT PHILADELPHIA CREATES NATIONAL CONSTITUTION—JUNE 17, 1788. NEW YORK STATE CONVENTION MEETS AT POUGHKEEPSIE—MAJORITY OF DELEGATES AGAINST ADOPTION—JULY 23, 1788. GREAT PARADE AND DEMONSTRATION FOR CONSTITUTION HELD IN NEW YORK CITY—JULY 28. HAMILTION AND LIVINGSTON PLEAD FOR AFFIRMATIVE ACTION—CONVENTION ADOPTS CONSTITUTION—NEW YORK CITY SELECTED AS NATIONAL CAPITAL—GREAT INDIAN COUNCIL AT FORT STANWIX (ROME)—ELKANAH WATSON ATTENDS AND NOTES THE WATERWAY TRANSPORTATION ADVANTAGES OF THE MOHAWK RIVER.

The Revolution's end, in 1783, found the country an extremely loose confederation of individual states bound only by the Articles of Confederation, which had been adopted in 1777. The Continental Congress was little more than an advisory council. It could make laws but it had no power to enforce them and it could not impose duties, lay taxes, make treaties nor conduct international diplomatic negotiations. There was no power delegated to it by the States for the aforesaid purposes.

In February, 1787, Congress called a convention of delegates from the several States to meet at Philadelphia in May, 1787, "for the sole and express purpose of revising the Articles of Confederation and reporting to Congress and the various Legislatures such alterations and new provisions as should be necessary to meet the exigencies of government." It is evident that only a "revision" was contemplated by this call.

New York sent John Lansing, Robert Yates and Alexander Hamilton as its delegates. Hamilton favored a strong, central government while Lansing and Yates were strongly opposed to

it. The convention met in May with 55 delegates present, representing every state except Rhode Island. Washington presided. Hamilton led the Federalists who submitted a plan for a central government to which the states were subordinated. The Republicans (corresponding to present-day Democrats) were led by Franklin and they opposed the plan. Madison, leader of the moderates, presented a compromise plan which was finally adopted on September 17, 1787. It had to be ratified by nine of the thirteen states and this struggle for adoption was a bitter one in New York State.

Governor George Clinton led the New York State Republicans in opposition to even the moderate plan, claiming that the Constitution robbed the States of their sovereignty; that it gave the President too much power and that the people were not properly protected by a Bill of Rights. To these objections, Hamilton, Jay and Madison replied in a series of famous papers in the publication called *The Federalist*, which clearly demonstrated that the thirteen American States could never be anything but a group of jealous, warring provinces unless they agreed to waive some of their rights so that they could unite and form one powerful nation.

A State convention was called for the purpose of ratifying the Constitution. It met at Poughkeepsie on June 17, 1788. Governor Clinton presided. The delegates from New York City favored the adoption but the delegates from the State at large generally opposed it. Four counties elected Federalists, eight elected Republicans and two were divided. Sixty-seven delegates were present. The majority of them were opposed to New York giving up her advantages and position as the "Empire State." While the convention was in session at Poughkeepsie, news came that the State of New Hampshire had adopted the Constitution, making the ninth State to ratify the instrument. The Constitution was thereby in effect and an American nation of nine States, therefore, already existed. New York was confronted with the choice of ratifying the Constitution or seceding from the Confederation.

On July 23, 1788, a great parade and public demonstration, in favor of the adoption of the Constitution, was held in New York City. The parade and demonstration began at 10 in the morning and continued until 5:30 in the afternoon. A great

public dinner was a feature and a grand display of the fireworks in the evening, closed the biggest day of the kind New York City had ever seen.

The parade and demonstration in the metropolis had a marked effect on the Poughkeepsie Convention. On July 28, 1783, Alexander Hamilton made a remarkable speech of three hours favoring ratification and Gilbert Livingston of Dutchess gave a stirring patriotic address. The tide was turned and 30 of the 57 members present voted for ratification. The Convention then adjourned.

When the news of the adoption of the Constitution by the State reached the City of New York, another great demonstration followed. A crowd of citizens went to the homes of Hamilton, Jay and Livingston and heartily cheered them. A general jubilation took place, in which even the Anti-Federalists joined.

Congress adopted the Constitution on September 13, 1788. It set the first Wednesday in January, 1789, as the day when the people should choose electors who would select the first president. It also provided that the first Congress of the newly United States should meet in New York City on March 4, 1789. The first capitol of the United States, under its newly adopted Constitution, was thus the metropolis of the country at the mouth of the Hudson River.

Following are the members of the delegation to the New York State Convention at Poughkeepsie, which ratified the United States Constitution on July 28, 1788.

City and County of New York: John Jay, Richard Morris, John Sloss Hobart, Alexander Hamilton, Robert R. Livingston, Isaac Roosevelt, James Duane, Richard Harrison, Nicholas Low.

City and County of Albany: Robert Yates, John Lansing Jr., Henry Oothout, Peter Vroman, Israel Thompson, Anthony Ten Eyck, Dirck Swart.

County of Ulster: George Clinton, John Cantine, Cornelius C. Schoonmaker, Ebenezer Clark, James Clinton, Dirck Wynkoop.

County of Dutchess: Zephaniah Platt, Melanchton Smith, Jacobus Swartwout, Jonathan Akin, Ezra Thompson, Gilbert Livingston, John De Witt.

County of Orange: John Haring, Jesse Woodhull, Henry Wisner, John Wood.

County of Westchester: Lewis Morris, Philip Livingston,

Richard Hatfield, Philip Van Cortlandt, Thaddeus Crane, Lott W. Sarles.

County of Montgomery: William Harper, Christopher P. Yates, John Frey, John Winn, Volkert Veeder, Henry Staring.

Counties of Washington and Clinton: Ichabod Parker, John Williams, Albert Baker.

County of Richmond: Abraham Bancker, Gosen Ryerss.

County of Kings: Peter Lefferts, Peter Vandervoort.

County of Queens: Samuel Jones, John Schenck, Nathaniel Lawrence, Stephen Carman.

County of Suffolk: Henry Scudder, Jonathan N. Havens, John Smith, Thomas Treadwell, David Hedges.

Of the 61 delegates, 34 were from Hudson River counties and 40 were from counties within the watershed of the Hudson. The lessening influence of the Holland Dutch element in the political affairs of the State is seen from the fact that only about one-third of the delegates had names indicating Dutch ancestry. However, in 1788, the people of Dutch lineage formed the majority of the population of the State and the Dutch language was the chief tongue in the Hudson Valley.

On September 13, 1788, Governor Clinton officially proclaimed the Constitution as the fundamental law of the United States.

A great treaty was held between representatives of New York State and those of the Six Nations at Fort Stanwix (Rome) in 1788. The Iroquois gave up title to their lands in New York State and accepted reservations. This territory was claimed by Massachusetts. The land was sold and thus a great movement of immigration started to it, mainly through the Hudson and Mohawk valleys.

Among the prominent men who were present at the great council of 1788, was Elkanah Watson. He was an enthusiast on waterway transportation and he noted the possibilities of the Mohawk River as a water route while going and returning between Albany and Fort Stanwix. He soon became a strong advocate of the improvement of the Mohawk as a waterway and he had much to do with the initial development of the Schenectady to Oswego water transportation route, as will be noted in a later chapter. Watson is justly credited with being one of the fathers of waterway development in New York State.

CHAPTER 70.

1789—WASHINGTON INAUGURATED AS FIRST PRESIDENT AT NEW YORK CITY, THE FIRST NATIONAL CAPITAL.

1789. WASHINGTON UNANIMOUSLY ELECTED PRESIDENT—NEW YORK CITY HALL CONVERTED INTO THE CAPITOL BUILDING—WASHINGTON ROWED FROM ELIZABETH TO NEW YORK, ESCORTED BY FLOTILLA OF BARGES—APRIL 30, 1789. WASHINGTON INAUGURATED AT CITY HALL, WALL AND BROAD STREETS—EXECUTIVE MANSION AT CHERRY AND PEARL STREETS—CONGRESS SELECTS DISTRICT OF COLUMBIA FOR SEAT OF NATIONAL GOVERNMENT—AUGUST 12, 1790. CONGRESS ADJOURNS AT NEW YORK CITY TO MEET IN PHILADELPHIA UNTIL CAPITOL AT WASHINGTON IS COMPLETED.

Washington was the unanimous choice of the presidential electors who chose the first chief executive of the United States in 1789. Following his election, Washington was inaugurated in New York City, which became the first national capital. Thus we see that again the Hudson River shores maintained their position as the region in which a majority of the events, of the Revolution and those immediately following the conflict, culminated and had their being.

When New York was designated as the national capital, its citizens raised $32,000 and employed Major L'Enfant, a French engineer and architect, to remodel the City Hall, which stood at the corner of Broad and Wall streets. Major L'Enfant had joined the Continental Army early in the Revolution and his services were most valuable in the planning and construction of forts and earthworks. He later planned the City of Washington. Major L'Enfant made a handsome building of the City Hall with good sized chambers for the Senate and House of Representatives.

Because of the bad condition of the roads, Congress could not assemble in New York City until April 6, although its first session had been set for March 4, 1789. When Congress can-

vassed the vote of the presidential electors, it announced that Washington had received every vote and that John Adams had been elected Vice President. A messenger was at once sent to Mount Vernon and Washington left there on April 16, 1789, for New York. His journey was a triumphal march from beginning to end.

Charles Burr Todd, in "The Story of the City of New York," gives the following vivid word picture of the First President's arrival in New York City:

"At Elizabethtown Point, he was met by a committee of Congress, with Elias Boudinot at its head, the Mayor and Recorder of New York and other officials, and escorted on board an elegant barge, provided for that purpose and commanded by Commodore Nicholson. As the little vessel moved from shore, scores of other barges, beautifully decorated with flags and streamers, fell into line and the procession swept through the narrow strait of the Kill van Kull and across the beautiful bay to New York, while guns thundered and bands of music played and the ships in the harbor, literally covered with bunting, dipped their colors in salute to the Chief Magistrate. At the railing of the ferry stairs on Murray wharf, Governor Clinton stood ready to receive him and the two, preceded by the military and Committee of Congress, and attended by the Mayor and Aldermen, the clergy, foreign ministers and numbers of distinguished citizens, passed through the crowded streets, amid deafening huzzas, to the Osgood mansion, at the corner of Cherry Street and Franklin Square, which had been prepared for the President's reception.

Vice President John Adams reached New York City on April 22 and President Washington arrived on April 24. Six days were occupied in preparation for the inaugural ceremonies, which were planned to be of a most imposing character.

April 30, 1789, was the first Inauguration Day. The people of New York were aroused by the thunder of guns and all the bells of the city rang for a few minutes ceasing promptly at 9 o'clock. The greatest throngs in the history of New York filled the streets of the city. The church bells now began to toll, calling the people to worship. Following the church services, Washington left his house on Cherry Street and the Inaugural Procession formed. Headed by an army detachment, the column

passed down Pearl Street to Broad Street and up Broad to Wall Street where the Federal Building stood. Here Robert R. Livingston, Chancellor of the State of New York, administered the oath of office to the First President."

On its completion, Livingston turned to the great crowd which filled Wall and Broad streets and called "Long live George Washington, President of the United States." A great cheer went up from the multitude, bells rang and the thunder of cannon came from the fort and the ships in the harbor.

New York City was the national capital for only a little over a year. Congress wanted a site embracing ten square miles of territory, but neither the City or State of New York would cede that amount of land, although it is probable that such a site would have been chosen if the proposed conditions had been met.

Finally, the present site of the District of Columbia was decided upon and on August 12, 1790, Congress adjourned in New York City to meet, in the following December, in Philadelphia and to continue its sessions there until the national capitol should be sufficiently completed for occupation. This Congressional action caused great dissatisfaction at the time in New York City but the course of events undoubtedly worked for the eventual benefit of the metropolis.

New York City and State were to become great, not because of the location of the national capital within their limits but because of its growing commerce. Both State and City were to become preeminent because of the city's wonderful port advantages and the eventual development of the great waterway route which extended up the Hudson and along the Mohawk nearly to Lake Ontario.

New York City and State are the prosperous children of the Hudson River and the Erie Canal.

CHAPTER 71.

1789-1800—GROWTH AND TRANSPORTATION DEVELOPMENT IN THE HUDSON VALLEY.

1790. STAGES START BETWEEN ALBANY, SCHENECTADY, JOHNSTOWN AND CANAJOHARIE—1792. LEGISLATURE CHARTERS COMPANIES FOR WATERWAY IMPROVEMENT OF MOHAWK AND UPPER HUDSON RIVERS—1797. MOHAWK AND HUDSON TURNPIKE CONSTRUCTION BEGINS—1800. CHARTERS GRANTED FOR CONSTRUCTION OF MOHAWK AND SENECA (UTICA TO GENESEE RIVER) TURNPIKES—1795. GOVERNOR CLINTON RECOMMENDS STATE PUBLIC SCHOOL SYSTEM TO LEGISLATURE IN SESSION AT POUGHKEEPSIE—1797. ALBANY MADE THE PERMANENT STATE CAPITAL—NEW YORK CITY'S RAPID GROWTH—BURR'S WATER SUPPLY COMPANY—1790. U. S. GOVERNMENT PURCHASES WEST POINT—1795. UNION COLLEGE FOUNDED AT SCHENECTADY—1798. SCHENECTADY RECEIVES CITY CHARTER—1791. RENSSELAER AND SARATOGA COUNTIES FORMED—1798. ROCKLAND COUNTY CREATED—1799. ESSEX COUNTY FORMED—DEWITT CLINTON—1794. WATERFORD INCORPORATED—1799. DEATH OF WASHINGTON.

Transportation development in the Hudson River counties was one of the chief features of the great era of national development which opened following the close of the Revolutionary War in 1783. The improvement of highways and the development of waterways seemed to take on an added impetus following the establishment of a stable national government and the inauguration of Washington as the first president in 1789.

In 1790, mail stages were started running between Albany, Schenectady, Johnstown and Canajoharie.

In 1792, the Legislature of the State of New York gave charters to companies for the improvement of the Hudson-Mohawk-Lake Ontario waterway and the Hudson-Lake Champlain water route. This was the initial development of both these water-

ways as lock canal routes. However, each waterway had but few locks in these first rather crude improvements. The Champlain canal was developed as a land line cut waterway with locks in 1822 and the Erie canal was similarly developed and completed in 1825. Both routes were developed as parts of the New York State Barge Canal system, the work beginning in 1905 and being completed in 1918. The Hudson-Mohawk-Lake Ontario waterway is probably the most important water transportation route in the world—not because of its present development, but on account of its vast future potential possibilities.

The Champlain Canal was opened to traffic in 1916, the Oswego and the eastern part of the Erie division in 1917 and the through route, from Buffalo to Troy, and all its branches were opened in 1918. Details of the rivers and canals development are covered in a succeeding chapter.

In 1797, construction work began on the Mohawk and Hudson turnpike which ran between Albany and Schenectady. It followed the route of the Schenectady trail which had been used by white men since the settlement of present Albany in 1614. When completed, the Albany-Schenectady turnpike was one of the finest roads in New York State.

In 1800, charters were granted to companies for the improvement of the Mohawk and Seneca turnpikes. The Mohawk turnpike ran from Scotia, opposite Schenectady, to Utica. Its course lay on the north side of the Mohawk River between those two cities. The Seneca turnpike continued the Albany-Buffalo route from Utica westward. The Albany, Mohawk and Seneca turnpikes are now sections of New York State Route 5, one of the main automobile highways in the United States. It connects at Albany with U. S. Routes 9 and 9W, running on the east and west shores of the Hudson River, to Albany. Route 5 also connects at Albany with U. S. Route 20, running eastward to Boston. At Avon, Route 5 connects with U. S. Route 20 which runs westward to the Pacific Coast. Route 9 runs north, from Albany to Rouses Point near the Canadian border, where it has road connection, through the Province of Quebec, with Montreal.

Following the Revolution, sessions of the Legislature of the State of New York were held in New York, Poughkeepsie and Albany. On January 2, 1797, the Legislature opened its annual

session in Albany and that city thereafter became the capital of New York. The first State Capitol was built in Albany in 1804.

New York's common school system had its beginnings on the Hudson River at Poughkeepsie. At the session of the State Legislature, which convened in that then village on January 6, 1795, Governor Clinton reminded the law makers that, while liberal provisions had been made for the endowment of colleges and other higher institutions of learning, no state aid had yet been extended to the common or public schools. This was the first important move made for the establishment of a state public school system. Because of the Governor's recommendation, the Legislature passed a law appropriating $50,000 annually for five years for public school purposes. In 1801, the Legislature created a lottery for raising $100,000 for the joint benefit of colleges, academies and common schools, but chiefly for the latter. Following the abolition of the lottery, the money was raised from other sources. The State education fund was managed by the Regents of the University of the State of New York until 1832, when it was transferred to the State Comptroller for investment, the Legislature appropriating the proceeds annually. The idea of a public school system did not originate with Governor Clinton as it was recommended by the Board of Regents in 1793.

After serving eighteen years as governor of New York, Governor George Clinton declined to run for re-election in 1795. Clinton and Van Cortlandt, the Lieutenant-Governor, were Republicans, equivalent to the Democrats of today. At the election of 1795, the Federalists came into power. That party corresponded, in a general way to the present day Republicans. It elected John Jay Governor and Stephen Van Rensselaer, the Albany patroon, Lieutenant-Governor.

New York City experienced a period of comparatively rapid development following the Revolution. The population by the census of 1790 was 33,131. In 1800, it had increased to 60,515, a considerable city for that period. Yellow fever broke out in the city in 1791 and in 1795 when 772 people died of the disease. In 1798, it killed 2,400 people. Many people fled from New York at that time because of the plague. The disease broke out in 1799, 1800, 1803 and 1805.

The outbreak in 1798 was largely attributed to the use of bad water in New York City. Aaron Burr secured the chartering of the Manhattan Company, the professed object of which was the supplying of the city with pure water. Burr and his associates raised $2,000,000 for the company, which was allowed to engage in banking activities, under the terms of its charter. This was the beginning of the Manhattan Bank of New York City. Burr at that time had great political influence. He was at the head of a powerful political machine of the Republican (Democratic) party. His subsequent career is given brief mention in a later chapter. The company established water works which were insufficient for the use of the city and the whole scheme became the cause of great public and political turmoil.

One of the chief political events of this period in New York City was the formation of the Tammany Society or Columbian Order in 1789. The organization members were affiliated with the then Republican party, which, as previously stated, corresponds to the Democratic party of today. It has always maintained such political connection.

The first bank established in New York State was the Bank of New York which was chartered in 1791.

In 1790, the United States made its first and largest purchase of land for the West Point Military Reservation. Later purchases, in 1824 and 1889, have increased the total area of the Reservation to 2,330 acres. West Point Military Academy was founded by act of Congress on March 16, 1802.

In 1794, the Village of Waterford was incorporated.

Union College, Schenectady, was chartered in 1795. It was a development of Union Academy, which was founded in 1785 at Schenectady.

In 1797, Judge Van Ness built Lindenwald, near Kinderhook, which was later the residence of President Van Buren. This historic building is illustrated in this work.

In 1798, Schenectady received a city charter. It was the fourth city to be created in New York. Its predecessors, in their order, are New York, Albany and Hudson.

A number of new counties were created in the period from 1789 to and including the year 1800. A condensed description

and history of the sixteen Hudson River counties appears in the several chapters devoted thereto.

The following new counties, together with the year of their formation, were created in the period covered in this chapter: February 7, 1791, Rensselaer, Saratoga; February 23, 1798, Rockland County set off from Orange County; 1799, Essex County.

The progress and development of New York State, in the twelve years from 1789 until 1800 inclusive, is indicated in the census returns of 1790 and 1800. In 1790, the population of New York State was 340,120 and, in 1800, it had grown to 589,051. This population growth had been general throughout the state but it was most marked in the newly settled regions of central and western New York. This growth shifted the population center of the state to the westward and it was largely the reason why Albany was made the State Capital in preference to New York City or Poughkeepsie which had both been intermittently state capitals following the Revolution.

The period of 1789-1800 is principally interesting because it developed many of the state institutions, features and activities of the present day.

A prominent figure appeared in the political life of the state toward the close of this period. This was DeWitt Clinton who became a member of the assembly in 1797. His name is now chiefly associated with the building of the Erie Canal, but he was a powerful political figure in the state for a quarter of a century. He was a son of General James Clinton, the prominent Revolutionary general, and a nephew of Governor and Vice President George Clinton. DeWitt Clinton was born at New Windsor, now a suburb of Newburgh, in 1769. He died in 1828. Clinton was a Republican (Democrat). He was a governor of the state and an unsuccessful candidate for the presidency, losing to Madison in 1812.

The period covered in this chapter was brought to a dramatic close by the death of Washington on December 14, 1799. His death was generally mourned throughout the country but especially in the lower Hudson River country where he had encamped with his army during the latter years of the Revolution.

CHAPTER 72.

1792-1808—OCEAN TO LAKES WATERWAY DEVELOPMENT IN HUDSON RIVER WATERSHED.

THE LAKES TO SEA WATERWAY, BY WAY OF THE HUDSON RIVER, MAKES NEW YORK THE GREATEST STATE IN THE UNION, THE NEW YORK CITY DISTRICT THE GREATEST METROPOLITAN COMMUNITY IN THE WORLD—EARLY WATERWAY DEVELOPMENT PROMOTION—GENERAL SCHUYLER A LEADING PROPONENT—1768. SCHUYLER PRESENTS MOHAWK RIVER DEVELOPMENT PLANS TO GOVERNOR MOORE—1772. COLLES ADVOCATES IMPROVEMENTS—1776. SCHUYLER PROPOSES HUDSON-CHAMPLAIN CANAL—ELKANAH WATSON STARTS MOHAWK RIVER CANAL AND LOCK IMPROVEMENT PROMOTION—1792. WESTERN AND NORTHERN INLAND LOCK NAVIGATION COMPANIES FORMED —1793. WORK STARTED ON CANAL AND LOCKS AT LITTLE FALLS; COMPLETED IN 1795-1797. CANALS AND LOCKS BUILT AT ROME AND GERMAN FLATS—NAVIGATION OPENED FROM THE HEAD OF CAYUGA LAKE TO SCHENECTADY, 299 MILES—HUDSON-CHAMPLAIN IMPROVEMENT PROJECT DIES—1798. CANAL PROPOSED AROUND NIAGARA FALLS—1802. BENJAMIN WRIGHT PLANS MOHAWK RIVER CANALIZATION SIMILAR TO PRESENT STATE BARGE CANAL—CLINTON'S REPORT ON WESTERN INLAND LOCK NAVIGATION CO. AND ITS WATERWAY—THREE PRESENT PROPOSED LAKES-TO-SEA SHIP CANAL ROUTES.

As previously stated in this work, the Atlantic-Hudson-Mohawk-Great Lakes waterway was the prime cause for the development of New York as the chief state of the Union. The only low pass through the Appalachian mountain system is made by the Mohawk River's valley. The development of this waterway gave New York State a commanding position for years before railroads were extensively constructed and this leadership, in commercial and transportation affairs, has always been continued. The early development of water transportation induced the location of manufacturing along these state water routes,

where water power was often available and abundant. These factors early made New York the chief manufacturing state. Of course, the Hudson River and its chief tributary, the Mohawk, were the main factors in this very remarkable and nationally important waterway route and its development.

Prior to the Revolution, water transportation was carried on by Hudson River sloops, between New York City and Albany. From Albany, goods bound westward were carried over the Schenectady trail to the Mohawk River and transported, over that stream to Lake Ontario, by means of canoes and batteaux, which have been previously described in this work. Land portages were located between Albany and Schenectady, at Little Falls and, between the Mohawk River and Wood Creek, at present Rome.

The history of waterway development, in the Hudson River counties and in New York State in general, is most interesting and important. Although much of this development was made outside these counties, yet all the waterways centered on the Hudson River at Waterford, Troy and Albany and the Hudson, southward from these places, furnished the water outlet to New York Bay and the Atlantic Ocean.

General Philip Schuyler of Albany, was one of the chief factors in the development of the waterways of the state. On a visit to England in 1761, he saw the canal which had been constructed by the Duke of Bridgewater. He was so much impressed by this canal that he became a strong advocate of waterway improvement in New York State. Schuyler suggested short canals and locks on the Mohawk River around rifts and shallows and more extensive canals and locks at the Little Falls and Rome portages. He publicly maintained that such improvements would create a navigable channel between the Hudson River and the Great Lakes. Schuyler presented his waterway idea to Sir Henry Moore, the British Colonial governor, in 1768.

Christopher Colles was also an early advocate of state waterway improvement. He was born in Ireland in 1737 and came to America in 1765. As early as 1772, he lectured in Albany and New York on inland lock navigation and strongly advocated Schuyler's plans for waterway development. In 1776, Schuyler proposed the construction of a canal between the Hudson River

and Lake Champlain. In 1784, Colles sent a memorial to the New York State Legislature advocating the improvement of the Mohawk River for navigation purposes. In that year, he made a voyage over the Mohawk to Wood Creek at present Rome. He published the result of the investigations, which he made on this trip, in a pamphlet. In 1786, the New York State Legislature made a favorable report on Colles' plans but no actual work resulted.

As previously noted in this work, General Washington made a tour of the Hudson and Mohawk rivers in 1783, at which time he gave particular attention to the possibilities of improved navigation with especial reference to the Mohawk River. Washington was deeply interested in inland waterway improvement and the construction of canals.

Elkanah Watson's work, as a pioneer in state waterway transportation, has also had previous mention in this history. As already noted, Watson first became interested in the improvement of navigation on the Mohawk River when he went to Fort Stanwix to attend the great Indian council, which was held there in 1788. He later interested General Philip Schuyler in the formation of two companies which were organized to promote the improvement of the two chief navigable waterways of New York State. One of these was the Western Inland Lock Navigation Co., which promoted the water transportation development of the Mohawk River-Oneida Lake-Oswego River route, which had its eastern terminus at Schenectady and its western outlet at Oswego on Lake Ontario, with water connection with the Finger Lakes.

The second enterprise was to be promoted by the Northern Inland Lock Navigation Company. This organization proposed to construct a canal and locks to connect the Hudson River with Lake Champlain. Through the great influence of General Schuyler, an act creating and chartering these two companies passed both houses of the New York Legislature on March 24, 1792, and the council of revision on March 30, 1792. In the summer and fall of 1792, surveys were made along both routes.

Subscription books for shares in the two companies were opened in New York and Albany. Little public interest was shown in the enterprises until Mr. Watson took energetic action

in promoting the sale of stock. Then the subscriptions went on briskly. Although others had proposed and promoted, Watson was the first man to push state waterway improvement through to material success.

The committee, having the company's survey work in charge, was composed of General Philip Schuyler, Elkanah Watson and Goldsbrow Banyer. Following the survey of 1792, they reported the probable cost of the improvement of the Hudson River-Lake Ontario water route at £39,500. Work was started on this route by the beginning made in 1793, on a canal at Little Falls. On November 17, 1795, the first boats passed through the locks. During this period of construction, General Schuyler spent much time at the home of his brother-in-law, General John Cochran, at Palatine Church, which was about 13 miles east of the main work of construction at Little Falls.

In an official report to the Legislature in 1796, the canal and locks at Little Falls are described as follows:

"Its length is 4,752 feet * * * the aggregate fall is 44 feet, 7 inches. Five locks, having each nearly nine feet lift, are placed towards the lower end of the Canal, and the pits, in which they are placed, have been excavated out of solid rock of the hardest kind; the chamber of each lock is an area of 74 feet by 12 feet in the cleave, and boats, drawing three feet and a half of water, may enter at all times; the depth of water in all the extent of the Canal beyond the locks is various but not less than three feet in any place; near the upper end of the Canal, a guard lock is placed without lift, to prevent a redundancy of water. * * * About 2,550 feet of the Canal is cut through solid rock."

Navigation began on the improved Mohawk River in November, 1795, as previously stated. It was in full swing in 1796 and continued until 1825. Although only boats drawing less than three feet of water were in use, nevertheless this canal did much to promote transportation and develop New York State and City. The locks and canal at Little Falls were the predecessors of the present "Big Lock" of the Barge Canal at that city, which, with its lift of 40½ feet, is the highest lock in the Western Hemisphere.

The first locks of the Western Inland Lock Navigation Company were built of wood. William Weston, a noted canal engineer, came to New York from England in 1795. He was em-

ployed by the company to inspect the entire system. He recommended the rebuilding of the locks with stone. This was done but it exhausted the resources of the organization. Mr. Weston surveyed the Rome section of the waterway in 1796 and a canal was built there in 1797, connecting the Mohawk River, a tributary of the Hudson, with Wood Creek, a tributary of Oneida Lake, the waters of which flow into Lake Ontario by way of the Oneida and Oswego rivers. The construction of this canal was epochal in its character as it created a Lakes-to-sea waterway. It was the germ of the later Erie Canal and it is the link which makes possible the future construction of the All-American Ship Canal on the Hudson-Mohawk-Lake Ontario route. The Rome canal made a navigable water route from the southern end of Cayuga lake to Schenectady, a distance of over 300 miles. Boats of 20 tons could "sail" this waterway. Weston's plans covered possible canal routes with eastern terminals at Waterford and Troy. So it is seen that the future New York State canal system was anticipated. Later canal enthusiasts merely promoted and perfected this original idea. Weston estimated the cost of a Cayuga Lake to Troy canal at £189,497 and that of a Cayuga Lake to Waterford canal at £192,769. The latter had a distance of 299 miles. The foregoing projects had been evolved and planned by General Schuyler and Elkanah Watson in 1791.

The "western canal" had artificial canals and locks at Little Falls, at Wolf's Rift, in the German Flats section, and at Rome. Elsewhere the channel of the Mohawk and other rivers were utilized.

Clinton's "Canal Policy" summarizes the history and works of the Western Inland Lock Navigation Company in an excellent manner, as the following extracts will show:

"Some work was done by the northern company, between Waterford and Stillwater and at Whitehall, but this incorporation was dissolved without effecting anything beneficial.

"In April, 1793, the western company commenced their work at the portage of the Little Falls, with 300 laborers and a number of artificers and, after meeting with various impediments, a canal 4,752 feet long and 3 feet deep, and 5 locks of 9 feet lift each, with a chamber to each of 74 by 12 feet, was so far completed as to afford passage to boats at this place.

"On the 3d of October, 1797, a canal for the passage of boats from the Mohawk River to Wood Creek was completed. The length of this canal is one mile and three quarters and its width 47½ feet and it may be used by boats drawing 3½ feet of water. It has two locks, one of 10 and the other of 8 feet lift and a feeder.

"A few months after, a canal a mile and one-fourth long, 24 feet wide and 4 deep with 2 locks was finished at the German Flatts; and the navigation of Wood Creek has since been improved by locks and deep cuttings; and attempts have been made at different times to facilitate the Mohawk communication by dams &c, which have been almost always unsuccessful.

"The company, in their report to the legislature of the 16th of February, 1798, disclaim all idea of a canal along the banks of the Mohawk east of the Little Falls. Its only object appeared to be the improvements west of that place.

"On the 11th of April, 1808, the western canal surrendered all its grants west of the Oneida Lake."

The Western Inland Lock Navigation Company proved to be a financial failure. Clinton gives many reasons for such a result, chief of which were the lack of capable engineers who knew the country, poor construction, high cost of land damages, and lack of contract system of construction. Governor Clinton says: "The great defect was the want of funds—and this naturally arose from the magnitude of the undertaking. It was too great for any individual or company and it ought never to have gone out of the hands of the state."

Clinton also says that the failure of the canal to come up to expectations did much to hurt the prospects for the construction of a real Lakes-to-Sea waterway. This came with the building of the Erie Canal in the years from 1817 to 1825, which is covered in a later chapter.

The first canal development of the New York to Buffalo waterway, throughout its various links, is of great concern to the people of the Hudson River counties, as it was this waterway which made New York State and City the leading commonwealth and metropolis of the United States. Indeed it was instrumental in creating the greatest city district that the world has ever known—what, for want of a better name, is known today as the New York City metropolitan district. This area

had a 1930 population of about ten million people. It embraces Greater New York, lower Westchester County, lower Rockland County and a great part of northeastern New Jersey with Newark, Jersey City and many other municipalities. This metropolitan district would have been great under any circumstances, located as it is around one of the world's largest and finest harbors. It must be remembered that the only natural Lakes-to-Ocean water route in the United States led from this district northward and westward to Lake Ontario and Lake Erie. It was the utilization of this route by the Erie Canal which made New York State and City outstrip all competitors in population and wealth. However, this water route was used by white men from the settlement of present Albany in 1614 up until the completion of the Erie Canal in 1825 and the advantage of this water transportation route had its part in stimulating the growth of New York State and City. Hence the history of this water route is fittingly included in this work.

In 1798, an act was passed incorporating the Niagara Canal Company, which proposed to construct a canal around Niagara Falls, connecting Lake Erie and Lake Ontario. The route was 7 miles long with a descent of 320 feet. Already, a larger canal, than those in use, was contemplated, as estimates were made for a canal for boats of 70 tons, whereas boats of 15 and 20 tons were then in use. The largest old Erie Canal boats were of 250 tons. The greatest boats on the present New York State Barge Canal are of 2,000 tons. Of course, the larger canal, projected around Niagara Falls, was principally for the use of the lake sloops. The cost of the larger canal was estimated at $1,000,000. It was planned to run from Stedman's Landing, above the falls, to a point about opposite Queenstown, below the lower rapids in the Niagara River. No actual work was done on this project. However, some such route as this will probably be followed in the Lakes-to-Sea All-American Ship Canal of the future.

In 1802, the Western Inland Lock Company engaged Benjamin Wright to make surveys between Wood Creek, near Rome, to Little Canada Creek.

And here comes an unusual prophecy of the future, because Benjamin Wright later planned a canal system for the Mohawk River section which was a crude counterpart of the present New

York State Barge Canal works, in that area, which works would be merely produced on a larger scale for an All-American Ship Canal. Mr. Wright's plans are none the less interesting because they had no material development.

In a letter regarding the subject, Mr. Wright wrote as follows:

"Immediately upon completing my work on Wood Creek and returning the maps, plans, reports, &c., I received further directions from the president and directors to commence a survey of the Mohawk River, from Fort Stanwix to Schenectady—'taking a regular traverse of the river, so as to show all its windings, its breadth, the descent in each rapid, and the descent between rapids, the depth of water in the channel at each rapid and the depth in each pool between rapids, at its lowest summer drought, the height of alluvial banks and all other remarks and observations which I might think useful. * * * And, as a final duty, to strike out my own plan of improving the river in as cheap and economical a manner as possible, and submit one adapted to the circumstances of the company.'

"This duty I performed in 1803, by recommending a compound of dams, locks and short canals, so as to make a slack water navigation upon the cheapest possible and useful plan. Unfortunately, the pecuniary affairs of the company never permitted them to carry any of the proposed plan into effect.

"Things remained in their then state until the resolution of Judge Forman, in February, 1808, in the Assembly, he being, at that time, a member from Onondaga County and myself a member from Oneida County."

The resolution, to which Mr. Wright refers, was one authorizing a survey for the old Erie Canal, from Buffalo to Albany. This resolution was the beginning of the activities which resulted in the eventual completion of the Champlain Canal in 1822 and the Erie Canal in 1825.

As previously mentioned, the Northern Canal Company failed of any material accomplishment on the Hudson-Champlain route. This, like the Mohawk route, was a waterway line which had been in use from the earliest settlement by white men and by the Indians for centuries prior to that time. It is remarkable that the small stream, which made a connecting link between the head

of Lake Champlain and the Hudson River, was named Wood Creek, just as a similar stream, connecting the Mohawk River with Oneida Lake, was called Wood Creek. This fact has been the cause of considerable historical confusion.

Isambert Brumel, a distinguished French engineer, came to America in 1793, with a letter of introduction to General Schuyler. In 1794, Brumel was engaged to survey the Northern or Champlain Canal. Almost fifty years later, he completed the famous tunnel under the Thames at London. For this, he was knighted by the young British sovereign, Queen Victoria.

At the present writing (1931) there are three ship canal routes, from the Great Lakes to the Sea, under consideration. These are the following: Hudson-Mohawk-Oneida Lake—Oneida and Oswego Rivers—Lake Ontario-Lake Erie route, popularly known as the All-American Ship Canal; Hudson River-Lake Champlain-Richelieu River route; St. Lawrence River route.

The St. Lawrence River route has been extensively promoted. The Mohawk River route has had some promotion in recent years and the Hudson-Champlain route is being pushed by the Champlain Valley Council. It is possible that all three ship canals may eventually be constructed.

The Erie and Champlain canals, the New York Barge Canal system and the three proposed ship canals are covered in later chapters of this work. New York State's waterway development began, in 1792, with the chartering of the Western Inland Lock Navigation Company and the Northern Inland Lock Navigation Company, which are covered in the foregoing chapter.

CHAPTER 73.

1800-1815—CIVILIZATION ADVANCES IN THE HUDSON VALLEY.

DUTCH DOMINATION ENDED BY IMMIGRATION—RAPID POPULATION INCREASE—NEW YORK CITY IN 1801—1800. AARON BURR ELECTED VICE PRESIDENT—1801. TROY, A VILLAGE—THE HAMILTON-BURR POLITICAL TROUBLE — AARON BURR KILLS ALEXANDER HAMILTON IN A DUEL ATOP THE PALISADES AT WEEHAWKEN, N. J., ON JULY 11, 1804—HAMILTON DIES THE FOLLOWING DAY—HIS IMPRESSIVE FUNERAL—1804. UNITED STATES MILITARY ACADEMY FOUNDED AT WEST POINT—1804. EX-GOVERNOR GEORGE CLINTON OF ORANGE COUNTY, ELECTED VICE PRESIDENT—1805. FREE SCHOOL OPENED IN NEW YORK CITY, LATER PUBLIC SCHOOL No. 1—1805. KINGSTON MADE A VILLAGE—AUGUST 7, 8, 1807. THE CLERMONT, FIRST PRACTICAL STEAMBOAT, MAKES FIRST TRIP FROM NEW YORK TO ALBANY — SEPTEMBER 1, 1807. CLERMONT STARTS REGULAR STEAMBOAT SERVICE BETWEEN NEW YORK AND ALBANY—1807. WATERVLIET ARSENAL ESTABLISHED—1808. MADISON AND CLINTON ELECTED PRESIDENT AND VICE PRESIDENT—1808. LEGISLATURE PROVIDES FOR COMMISSION TO STUDY CANAL FROM LAKE ERIE TO HUDSON RIVER—1812. LEGISLATURE AUTHORIZES RAISING $5,000,000 FOR ERIE CANAL—1812. GEORGE W. FEATHERSTONAUGH STARTS PROMOTION OF MOHAWK-HUDSON RAILROAD, LATER FIRST STEAM LINK OF CENTRAL LINES—1812-1815. SECOND WAR WITH GREAT BRITAIN 1812. DEWITT CLINTON DEFEATED BY MADISON FOR PRESIDENCY—1812. CHARACTER OF "UNCLE SAM" CREATED AT TROY—HUDSON RIVER COUNTIES FORMED: GREENE, 1800; SCHENECTADY, 1809; PUTNAM, 1812; WARREN, 1813.

New York State doubled its population in the fifteen years from 1785 until 1800. In that period, the character of New York City changed largely and that of the State to a lesser degree. The Colonial Dutch life of the metropolis was largely supplanted

by the more cosmopolitan life which is characteristic of the world's greatest municipal center of today. The change to a more modern type of living was marked in the cities of the Hudson River although old Dutch centers, like Albany and Schenectady, retained much of their Colonial characteristics until well into the nineteenth century.

Early in the nineteenth century, English supplanted Dutch in the Reformed churches of the valley. The language continued to be spoken on the Dutch farms and in the smaller villages by the older members of the communities until after the Civil War.

In 1801, Troy received a village charter. The place was settled by New Englanders in 1786.

In his "Empire State," Lossing gives an interesting picture of New York City at the beginning of the nineteenth century. It is, in part, as follows:

"The metropolis * * * was then [1801] only a large village by comparison. Its northern boundary on the west was Harrison Street, some distance below Canal Street; on the east, Rutgers Street, and at the center by Anthony (now Worth) Street. North of there and extending from river to river over a hilly country, were fields and orchards, farmhouses and pretty country-seats. Broadway, which crossed, by a stone, arched bridge, the little sluggish stream that passed between the Fresh Water Pond (where the Tombs or Halls of Justice now stands) and the Hudson River, through Lispenard's cozy meadows on the line of Canal Street, was terminated by a picket fence across the road at Astor Place. That was the southern boundary of the farm of Captain Randall, the founder of the Sailors Snug Harbor, who gave it for an endowment for that institution. From near this point, the Boston Road led, by a crooked way to Harlem, which was founded by the early Dutch settlers. There Dutch farmers were seated and, on Harlem Plains, they raised vegetables for the traders at New Amsterdam. The Middle Road, beginning at the Randall farm, also extended to Harlem by a devious way, to avoid rocks and morasses and the Kings Bridge, or Bloomingdale, Road extended, by present Central Park and Manhattanville, to the famous bridge which spanned Spuyten Duyvil Creek. It was the beginning of the post road to Albany.

"On the site of Washington Square, a portion of which was a swamp, was the new Potter's Field, a burial-place for paupers and strangers. The Jews' burial-ground was near Chatham Square and the negro burial-ground was at the northeast corner of Broadway and Chambers Street. Burial-grounds were also attached to the several churches. Burials below Canal Street were prohibited in 1813.

"There were two little villages on the Hudson River (Greenwich and Chelsea) not far north of the city proper. At Greenwich, was the State's Prison, a strong stone building. It was the second State's Prison built in the United States. At the foot of Park Place, was Columbia College; and, on Broadway between Pearl and Duane streets, was the New York Hospital, chartered in 1771. The only medical school in the city was the Medical Faculty of Columbia College.

"The benevolent institutions were the Chamber of Commerce, the Marine Society, for the benefit of the families of seamen; the Humane Society, for the relief of distressed debtors and of the poor in general; the Manumission Society, composed chiefly of Friends or Quakers, designed for the amelioration of the condition of the slaves and the accomplishment of their freedom ultimately; the Sailors Snug Harbor, for the comfort of decrepit and wornout seamen; the General Society of Mechanics and Tradesmen, for the benefit and relief of the families of necessitous members; the Society of the Cincinnati; the Tammany Society, already mentioned; a Dispensary on Tryon Row, not far from the site of the present City Hall; the St. Andrew's Society, and several Masonic Lodges.

"There were twenty-six churches in the city, namely: 3 Dutch Reformed, 1 German Reformed, 7 Protestant Episcopal, 1 Lutheran, 5 Presbyterian, 2 Baptist, 3 Methodist, 1 Moravian, 1 Friends' Meeting House, 1 Roman Catholic, 1 Jews' Synagogue.

"The only public library in the city was the Society Library, founded in 1754. The Post Office was kept in a room of the dwelling of the postmaster (General Bailey) on the corner of William and Garden streets, and contained one hundred boxes. There was only one theatre in the city. The Manhattan Water Company had a distributing reservoir on Chambers Street, then quite 'out of town.'

"The most noted of the country-seats on Manhattan Island were those of Roger Morris, on Harlem Heights; of Robert Murray, on the Inchberg (now Murray Hill); the Apthorp Mansion, on the Bloomingdale Road; 'The Grange,' Hamilton's residence, near Carmansville; and Richmond Hill, at the junction of Charlton and Varick streets, then the residence of Colonel Aaron Burr."

In his speech, at the opening of the Legislature in 1801, Governor Jay called the attention of its members to the necessity for amendments to the State Constitution. Accordingly a Constitutional Convention met at Albany on October 13, 1801, with Aaron Burr as its chairman. DeWitt Clinton proposed an amendment providing that the number of State Assemblymen should always be 150 and the number of senators should be 32. This was ratified by a vote of the people.

The Democrats came into power in 1801, when Ex-Governor George Clinton was again elected governor. DeWitt Clinton was appointed a United States Senator, to fill the unexpired term of General Armstrong. President Jefferson appointed Chancellor Livingston to be minister at the court of Napoleon, where he negotiated the purchase of the vast territory of Louisiana for $3,000,000. Thus a Hudson River citizen again had a hand in shaping the destinies of the world.

Although the Democrats were in power, a bitter fight now began between the Burr and Clinton-Livingston factions.

In 1800, Aaron Burr and Thomas Jefferson were rival candidates of the Democratic party for the presidency. The vote of the electoral college resulted in a tie and the election was thrown into the House of Representatives, where Jefferson was elected and Burr became vice president. He proved one of the most capable presiding officers of the Senate who ever held that position. In 1804, the quarrel in the Democratic ranks became very violent. However, Burr's friends resolved to run him for governor at the fall election. The most bitter animosities now developed. Burr became incensed on hearing some remarks, which were supposed to have been made by General Alexander Hamilton, concerning him. Hamilton was a national and state leader of the Federalist party. Burr demanded an apology by letter. He

regarded Hamilton's reply as unsatisfactory and challenged him to a duel.

The banks of the Hudson again became the scene of one of the most tragic and dramatic scenes in American history.

Hamilton accepted Burr's challenge. The duel took place on top of the palisades of the Hudson near the point where the West Shore tunnel leaves the cliff in present Weehawken. The duellists and their seconds were rowed across the river, from the New York to the New Jersey shore, on the morning of July 11, 1804. Hamilton's second was a Mr. Pendelton. William P. Van Ness was the second for Burr. Pistols were the weapons. At the given word, Burr took careful aim and fatally wounded Hamilton, who did not fire at his antagonist. Hamilton was rowed across the river to the home of his friend, Colonel Bayard in the little village of Greenwich, north of New York City. The wounded statesman died there on the following day. The duel ended Burr's political career; he was still vice president of the United States. He became a fugitive.

Great sorrow was felt generally in New York City over General Hamilton's tragic death. The wave of sympathy swept through all classes and parties—Democrats as well as Federalists. The merchants and lawyers met to express regret. Resolutions of sympathy were passed by many organizations, including the Tammany Society, the chief Democratic body.

The duel took place on Wednesday, July 11. Hamilton died on Thursday, July 12. His funeral was held in Trinity Church, New York City, on Saturday, July 14, 1804. The funeral procession was the largest and most impressive which had ever been held in the city up to that time. Every organization in the metropolis is said to have been represented in the procession. Hamilton was buried in Trinity Church where his monument forms a patriotic shrine to this day.

Alexander Hamilton was born at Nevis, in the West Indies, on January 11, 1757. As his name indicates he was of Scotch ancestry. He came to New York City where he entered Columbia College and became an ardent patriot and supporter of the American cause prior to the Revolution. In 1776, at the age of nineteen, he became a captain of artillery in the American Revolutionary Army, and in 1777 he became a member of Washing-

ton's military staff, where he served as the General's confidential secretary until 1781. In 1780, Hamilton married a daughter of General Philip Schuyler of Albany, where he spent considerable time and was often a visitor. Hamilton was a colonel in command of New York troops at Yorktown. He was a brave and competent soldier and commander. He left the army after the surrender of Cornwallis, studied law and became eminent in his profession. He served as a member of the New York State Legislature and in Congress, was the advocate of a strong central national government, a member of the convention that framed the Constitution and one of its most ardent advocates. His influence, energy and oratory were mainly responsible for its adoption by New York State. Hamilton became one of the greatest leaders in the Federalist party. Washington appointed him Secretary of the Treasury in 1789 and he served until 1795. In 1798, when war threatened between the United States and France, Hamilton was appointed second in command to Washington of the armies of the United States.

Hamilton was an adopted son of the Hudson River country and one of the greatest Americans of all time. He stands with Washington, Franklin and Jefferson as one of the chief leaders of the Revolution who brought the great rebellion to a successful issue. Hamilton was 47 years of age at the time of his death following his duel with Burr in 1804.

Aaron Burr was born in Newark, New Jersey, on February 6, 1756. He entered the American Army in 1775, at the age of nineteen, and was in Arnold's army which was defeated at Quebec. He joined Washington's staff in the spring of 1776. He retired from the army in 1779 and became a lawyer and active Republican (Democratic) politician. He was a member of the New York State Legislature in 1784 and 1798; adjutant-general of New York State in 1789; United States Senator, 1791 to 1797; Vice President of the United States 1801-1805. Following the blowup of his Mississippi scheme and his acquittal on the charge of treason, Burr went abroad. In 1812 he returned to New York City, where he practiced law and lived in obscurity and comparative poverty. In 1834, at the age of 78, he married Mme. Jumel but they soon separated. Burr died in 1836.

General Hamilton's death had the good effect of quieting the political strife which had become most dangerous.

In 1804, the United States Military Academy was founded by act of Congress. The purchase of land at that place by Congress in 1792 was mentioned in a previous chapter. The cadets were attached to corps of artillery and engineers stationed at West Point. Major Jonathan Williams was the first superintendent and commander to be stationed there. The Academy grew rapidly in usefulness, student body and faculty. In 1812, the Academy was reorganized, when the number of cadets was limited to 260. The first graduate of West Point (as it is now generally and popularly known) was General Joseph G. Swift, under whose command the fortifications in and around New York City and Manhattan Island were erected during the War of 1812-1815.

In 1804, another Hudson River man was elected Vice President of the United States when Governor George Clinton was chosen to that office, when Jefferson was re-elected. Clinton was one of New York State's great men. He was the State's first Governor, serving from 1777 until 1795 and from 1801 until 1805, when he became Vice President. His terms as Governor covered 22 years, a longer period than any other incumbent has ever held the office of chief executive of the State of New York. Clinton was a strong war governor and his services contributed toward America's success. He was a leader of the Democratic party and his nephew, DeWitt Clinton succeeded him in that position. Vice President Clinton is identified with the Newburgh section of Orange County. He was born in Ulster County, in July, 1739, and died in Washington in April, 1812, in his 73d year. He was re-elected Vice President in 1808, when James Madison was elected President. Vice President Clinton was still in office at the time of his death.

In 1804, Supreme Court Justice Morgan Lewis was elected Governor and John Broome, Lieutenant-Governor. Both men were residents of New York City.

On April 23, 1806, the cornerstone of the new Capitol at Albany was laid. It was a handsome building of Colonial design which stood in present Capitol park until near the completion

of the present State Capitol. The old Capitol building is illustrated in this work.

The Society for Establishing a Free School in New York City was incorporated by act of the Legislature in 1805 and the first school was opened on Madison Street in the metropolis in May, 1806. This school became Public School No. 1 in 1809.

The *Clermont*, the world's first practical steamboat, made its first New York to Albany trip on the Hudson River on August 7 and 8, 1807. Thus the Hudson again became the scene of one of the epochal events in the problems of humanity.

Various minor experiments had been made with steam navigation prior to the final success made by Robert Fulton with his *Clermont*. As early as 1796, John Fitch had run a model of a steamboat on the Collect Pond in New York City.

Robert Fulton was born in Lancaster County, Pennsylvania, in 1765. He was of Irish ancestry. He became a talented and successful miniature portrait painter in Philadelphia. He went to London and Paris. In England, he studied the steam engine, which had recently been perfected by Watt, and then became interested in inventions, particularly with regard to steam navigation. He invented a torpedo which he could not market to the French, English or American governments. In Paris, Fulton met Robert R. Livingston who was then minister to France. Livingston became interested in Fulton and his steamboat inventions and helped him in a financial way.

In 1806, Fulton returned to America and came to New York. With Livingston's financing, Fulton built a boat which he named the *Clermont* in honor of his patron's country seat on the Hudson River. It was 130 feet long, 16 feet wide and of 160 tons burden. The boat was equipped with a Watts & Boulton steam engine.

On the morning of August 7, 1807, the *Clermont* started on a trial trip, on the Hudson River from New York to Albany, a distance of about 150 miles by water. The steamboat made the trip upstream successfully in 36 hours. Great public interest and excitement attended this first practicable demonstration of steam navigation. At cities and villages, the banks of the Hudson were crowded with spectators as the *Clermont* steamed slowly by. It is needless to say that Fulton's invention had been the

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OLD CAPITOL, ALBANY



subject of much amusement and ridicule prior to its successful demonstration.

On September 1, 1807, the *Clermont* inaugurated regular steamboat service between Albany and New York, which has been continued ever since. Robert Fulton made almost every type of power propelled boats, including ferry boats and a steam propelled war ship, which was the first one ever constructed and which was named *Fulton the First* after his death. It was built in 1814 in New York City.

Livingston's political influence was great and he obtained, from the New York State Legislature, the exclusive right of steam navigation on the Hudson for twenty years. By the year 1813, there were six steamboats navigating the Hudson or North River as it was then generally called.

Clermont was built by Chancellor Robert B. Livingston about 1778, following the destruction of the first Livingston manor house by the British in 1777. It stands near Tivoli about 100 miles north of New York City and it is one of the most noted of the historic mansions along the Hudson River. Besides his other inventions, Robert Fulton invented a submarine vessel. He died in 1815.

The war between England and France occasioned great loss to the port of New York. By the workings of the British Orders in Council and Napoleon's Decrees, all American commerce in neutral ships with either of these belligerent nations was suspended. Because of the threat of war with Great Britain, the United States Government, in 1806, built Fort Jay and Castle William on Governor's Island in New York Bay.

In 1806, the Democratic candidate for Governor, Daniel D. Tompkins, was elected. He served from 1807-1817 with great ability.

In 1808, the Democratic party elected their candidates for President and Vice President, James Madison of Virginia and George Clinton of New York.

In 1808, Joshua Forman of Syracuse, introduced a resolution in the New York State Assembly, providing for the appointment of a commission to study the subject of a Hudson-Lake Erie canal. In his preamble, Mr. Forman pointed out that the State of New York possessed the best route of communication, between the Atlantic Ocean and the Great Lakes, "by means of a canal

between the tidewater of the Hudson and Lake Erie." The resolution was adopted and $600 was appropriated for a survey of this proposed waterway.

Surveyor General DeWitt employed James Geddes to survey a route from Lake Erie to the Genesee River and thence to the waters flowing into Seneca Lake. Geddes made a favorable report which attracted great attention. DeWitt Clinton was then a member of the State Senate and he warmly advocated the project.

In 1807, Congress declared an embargo on all vessels in the harbors of the United States. This was done in retaliation against the acts of the British and French governments. In 1809, the embargo was raised. The commerce of New York City and State suffered severely during this embargo. These conditions continued until the close of the war with Great Britain in 1815.

The population of New York State in 1810 was 959,049. This was a gain of 369,998 over 1800 or 73.2 per cent for the State as compared with a gain of 35.1 for the United States in the decade from 1800 to 1810.

In April, 1811, the New York State Legislature passed an act to provide for the "improvement of the internal navigation of the State." A commission was appointed for the purpose of trying to secure aid from Congress. It was unsuccessful in this attempt. In June, 1812, the Legislature authorized the Canal Commissioners to borrow $5,000,000 on the credit of the State for construction of the Hudson-Lake Erie Canal. The outbreak of war between the United States and Great Britain prevented any further development of the proposed Erie Canal.

In 1812, George W. Featherstonaugh of Schenectady County, began an agitation for the construction of a steam railroad to run between Albany and Schenectady. He was an ardent advocate of railroads and published many articles favoring steam railway transportation. His labors resulted in the opening of the Mohawk and Hudson Railroad, between Albany and Schenectady, in 1831.

Outrages perpetrated by officers of British boats in seizing American seamen and American vessels, together with the British Orders in Council, finally brought on hostilities between the United States and Great Britain. On June 20, 1812, President

Madison, by the authority of Congress, declared war against Great Britain. The Democrats were for war and the Federalists were against it.

In the war of 1812-1815 the Hudson River counties were only concerned in that they furnished commanders and men for the army of militia which New York State furnished for the defense of its boundaries. The State was the keystone of the defense of the United States in this war which was bitterly fought by moderate sized armies of both belligerents.

The United States War Department issued general orders on April 21, 1812, arranging the militia of the State of New York in two divisions and eight brigades. Stephen Van Rensselaer of Albany, and Benjamin Mooers of Plattsburg, were commissioned major-generals of the New York State militia and assigned to the command of the First and Second Divisions respectively. The commanders of the eight brigades consisted of the following brigadier-generals: Gerard Steddiford, of New York; Reuben Hopkins, of Orange County; Micajah Pettis, of Washington County; Richard Dodge, of Montgomery County; Jacob Brown, of Jefferson County; Daniel Miller, of Cortland County; William Wadsworth, of Ontario County; George McClure, of Steuben County.

As in all the wars of the Colonies and the United States, the Hudson River formed the great artery of military transportation. The paralleling roads—the Albany Post and the Storm King Highway—were also used to some extent.

The greater part of the actions of the War of 1812 were fought on the American and Canadian borders of the Niagara Frontier, and on the waters and the American shores of the St. Lawrence River and on the waters and the New York shore of Lake Champlain.

In the fall of 1812, DeWitt Clinton of New York State, was a candidate for the presidency. Clinton was a Democrat but his support came largely from the Federalists. He was defeated by James Madison. The vote of the electoral college was: Madison 128, Clinton 89. Madison was also a Democrat. Clinton was the first of eight presidential candidates who were residents or natives of Hudson River counties. They were: DeWitt Clinton, of Ulster County; Martin Van Buren, of Columbia County; Horace Greeley, of Westchester County; Samuel J. Tilden, of New York; Theodore Roosevelt, a native of New York County; Alton B.

Parker, of Ulster County; Charles E. Hughes, of New York; Alfred E. Smith, of New York. Of the foregoing, only Van Buren and Roosevelt were elected to the presidency.

The chief events of the War of 1812 on the borders of New York State were the following: October 13, 1812, British victory at battle of Queenstown Heights; May 29, 1813, British repulsed in attack on Sacketts Harbor; September 10, 1813, Commodore Perry's squadron won great naval victory over British fleet on Lake Erie, near Erie, Pennsylvania; December, 1813, British capture and burn Manchester (present Niagara Falls), Black Rock, Buffalo and other villages of Niagara Frontier; July 24, 1814, indecisive battle of Lundy's Lane; September 11, 1814, American land and naval victories at Plattsburg. On December 24, 1814, a treaty of peace between the United States and Great Britain at Ghent, Belgium.

The foregoing gives the general features of the history of the Hudson River country from 1800 to 1815. Following are some of the more local historical data:

In 1805, a village charter was granted Kingston.

In 1807, a government arsenal was established at Watervliet by the United States. This great ordnance workshop has furnished cannon for every war in which the United States has been engaged ever since—War of 1812, Mexican War (1846), Civil War (1861-1865), Spanish-American War (1898), World War (1917-1918). It is covered in a later chapter.

In 1812, the New York City Hall was completed. This Colonial type of structure is probably the most beautiful building in the metropolis. It contains fine portraits of many of the most distinguished leaders in military and political life in New York State in Revolutionary times and during the Nineteenth Century. Many of these portraits are of prominent men of the Hudson River country. They are mostly gathered in the Governor's Room of the City Hall, although many important ones are hung in other rooms.

Following are the dates of incorporation of villages of the Hudson River counties in the period from 1800 to 1815: Salem, Washington County, 1803; Athens, Greene County, 1805; Catskill, Greene County, 1806; Ballston Spa, Saratoga County, 1807; Greenwich, Washington County, 1809; Fort Ann, Washington County, 1810.

Other historical features which were to have great effect on the future history of the state was the appearance in the public life of the state of two residents of the Hudson River country who were to exercise great influence upon the destinies of New York State. One of these was the election of Martin Van Buren of Kinderhook, to the State Senate in 1812 and the other was the appointment in 1812 of Gideon Hawley, a young lawyer of Albany, to be Superintendent of Public Schools of the State, under an act passed by the Legislature in 1811.

Three features of American patriotism had their birth in the watershed of the Hudson River. In 1758, Dr. Schuckburgh, an English surgeon in the British Army, wrote the original version of "Yankee Doodle" at Fort Cralo in the present city of Rensselaer. The Stars and Stripes first flew in the smoke of battle at Fort Stanwix on August 6, 1777, when Colonel Willett, at the head of American troops, made a sortie against the enemy's camp. At Troy, the character of "Uncle Sam" was born during the War of 1812. The original prototype of this national figure was "Uncle Sam" Wilson, who was a meat packer, located in that city. Wilson supplied goods to a contractor named Elbert Anderson, whose goods Wilson marked with the initials "E. A., U. S." signifying "Elbert Anderson, United States." A facetious workman, who labeled the goods insisted that the initials meant "Elbert Anderson and Uncle Sam." This similarity of initials became a joke among soldiers from Troy in the War of 1812, and thus "Uncle Sam" eventually became the national figure symbolizing the United States. Wilson was a genial and popular man. The characteristic figure of "Uncle Sam" is generally shown in dress resembling that worn by men during the War of 1812. "Uncle Sam" gradually superseded the earlier figure of "Brother Jonathan" which formerly had symbolized this country. The cartoonists made the newer "Uncle Sam" somewhat resemble his earlier prototype.

Three Hudson River counties were formed in the period from 1800 to 1815. They were the following: 1800, Greene County; county seat, Catskill. 1812, Putnam County; county seat, Carmel. 1813, Warren County; (present) county seat, Lake George. Schenectady County, which is closely associated with the Hudson River region, was created in 1809, with the city of Schenectady as the county seat.

CHAPTER 74.

1816-1830—BUILDING OF ERIE AND CHAMPLAIN CANALS.

1816—GOVERNOR TOMPKINS OF WESTCHESTER COUNTY, ELECTED VICE PRESIDENT—TROY MADE A CITY—1819. EMMA WILLARD STARTS GIRLS' SCHOOL AT WATERFORD; REMOVES TO TROY IN 1821—1824. RENSSELAER POLYTECHNIC INSTITUTE FOUNDED AT TROY—1815. DE WITT CLINTON DEPOSED AS MAYOR OF NEW YORK CITY—CLINTON STARTS PROMOTION OF ERIE AND CHAMPLAIN CANALS—1816. BOARD OF CANAL COMMISSIONERS CREATED—1817. CLINTON ELECTED; PUSHES CANAL PROJECTS—LEGISLATURE AUTHORIZES ERIE AND CHAMPLAIN CANALS—1822. CHAMPLAIN CANAL OPENED—1825. ERIE CANAL COMPLETED—OCTOBER 26, 1825. GREAT ERIE CANAL CELEBRATION STARTED AT BUFFALO, WHEN GOVERNOR CLINTON'S CANAL FLEET LEFT FOR NEW YORK CITY, REACHED ON NOVEMBER 4—ERIE CANAL BUILDING MAKES NEW YORK STATE AND CITY FIRST IN THE UNION—1828. CLINTON DIES—1830. MARTIN VAN BUREN OF KINDERHOOK, ELECTED GOVERNOR—1827. JOSEPH HENRY BEGINS ELECTRICAL EXPERIMENTS IN ALBANY ACADEMY.

Governor Daniel D. Tompkins of Westchester County, was a candidate for the Democratic nomination for the presidency in 1816. However, James Monroe of Virginia, received the nomination and Tompkins was chosen as the Vice presidential candidate. Both were elected. Tompkins served during Monroe's two terms —1816 to 1824. Virginia furnished four—Washington, Jefferson, Madison and Monroe—of the five Presidents, who filled the chair for 32 of the 36 years from 1789 until 1825. New York furnished three Vice Presidents—Burr, Clinton and Tompkins who served for 18 of these 36 years. All three of these New York Vice Presidents were residents of Hudson River counties at the time of their election.

As previously mentioned in this work, a very considerable settlement of New England people, on the site of present Troy,

in 1786, started the development of that important Hudson River city. In 1816, Troy was incorporated as a city.

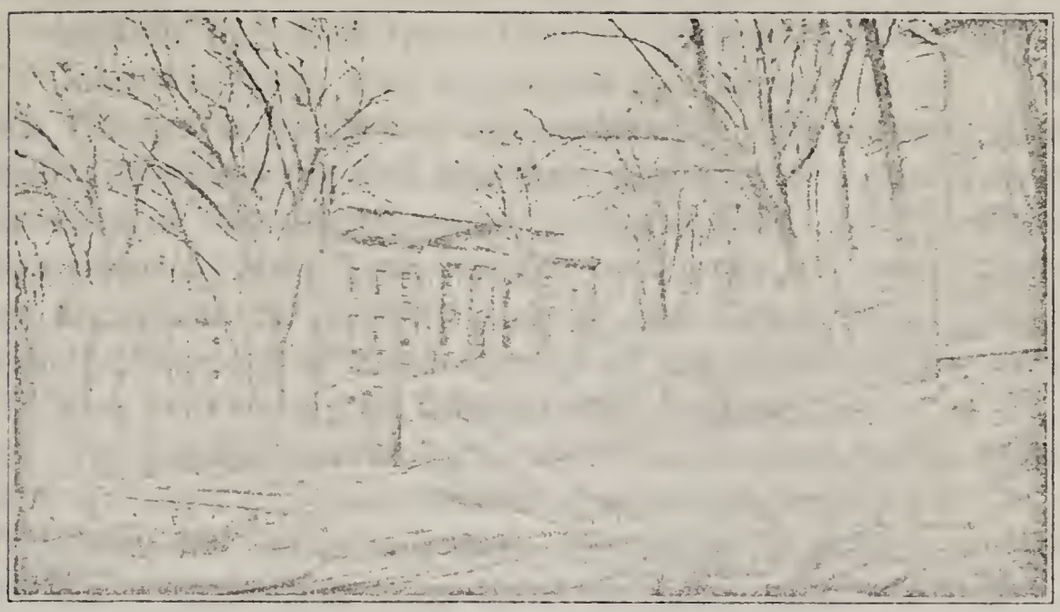
Troy is noted not only for its manufacturing and transportation interests but for its educational institutions as well. Chief of these are the Rensselaer Polytechnic Institute, founded by Stephen Van Rensselaer of Albany, in 1824, and the Emma Willard College, which is the outcome of a seminary for the education of young women which Mrs. Willard started in Waterford in 1819. She removed the school to Troy in 1821. This is the oldest higher educational institution for women in the United States. Mrs. Willard was the author of the words of the famous song, "Rocked in the Cradle of the Deep."

In 1825, a steamboat line began running from Troy to New York and return. In 1830, on the Troy-New York boats, it is said that coal was first used in steamboat navigation.

The period, from 1815 to 1830, had as its chief feature the building of the Erie and Champlain canals, which had their terminus at Albany on the Hudson River. The boats, which were bound for New York City, from points on these canals, were towed by tugs, steamboats and steam canal boats southward on the Hudson from Albany to New York, generally in tows of several or many boats. Thus it is seen that the Hudson formed an integral part of the Erie and Champlain canal systems, which made New York the Empire State and which contributed to the growth and upbuilding of all the Hudson River communities. The Erie and Champlain canals gave a tremendous boom to all the towns on these artificial waterways and a number of villages and cities trace their birth and growth directly to the construction of these water transportation routes. This was particularly true of the Erie Canal, which gave great growth to Central and Western New York, to the Great Lakes towns and to the Middle West as well. Not only was the Erie used for freight transport but many immigrants were carried over it to Western New York and to the Middle West as well. The Erie canal promoted not only the growth of New York State but that of the entire Middle West. Its influence on the destinies of America was tremendous.

DeWitt Clinton had a great part in promoting the construction of the Erie and Champlain canals. The War of 1812 had interrupted the proposed construction of the canals. In 1815, the

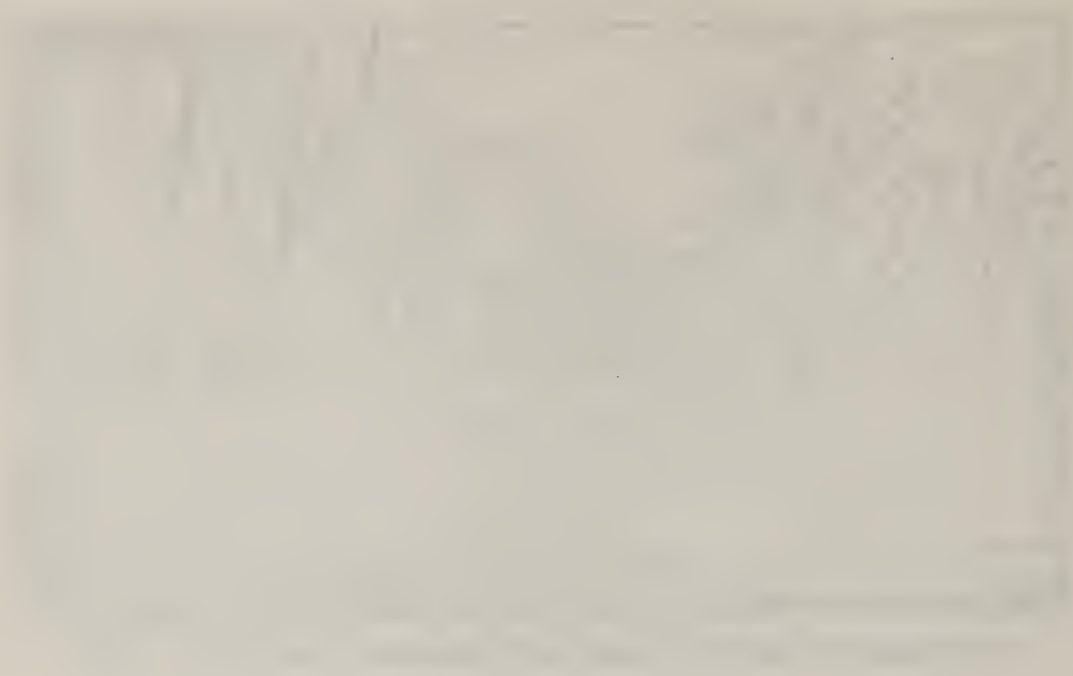
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ENTRANCE TO RENSSELAER POLYTECHNIC INSTITUTE, TROY



EMMA WILLARD SCHOOL, TROY



Federalists came into power in New York State and the Council of Appointment, influenced by Clinton's political enemies, deprived him of the very lucrative office of Mayor of New York City, which he had held from 1808 to 1810 and from 1811 to 1815. John Ferguson was appointed in Clinton's place. This act left Clinton in straitened circumstances. He thereupon engaged in literary work and increased his efforts to promote the construction of the canals—particularly the Erie. In a memorial to the citizens of New York written by Clinton, he made such a strong argument for the building of the Erie Canal, that he secured the support of the majority of the people of the State and he also aroused great interest and backing for it in other states. The Legislature took favorable action and, in the spring of 1816, a Board of Canal Commissioners was created.

Following his deposition from the office of Mayor of New York City, Clinton was considered to have ended his political career. His activity in behalf of the Erie Canal and a coalition with his politically powerful brother-in-law, Judge Ambrose Spencer, restored his influence. When Governor Tompkins resigned his office in 1817 to become Vice President of the United States, Clinton became a candidate for Governor and he was elected by an almost unanimous vote, although his nomination had been opposed by the powerful Van Buren faction of the Democratic party to which Clinton belonged. The "Van Buren regency" consisted of Martin Van Buren, Benjamin F. Butler, Edwin Croswell and William L. Marcy. Clinton's election as Governor gave the project of the canal a mighty impetus.

In 1816, a great meeting was held in New York City favoring the canal. Clinton's memorial was then presented and afterward was widely circulated and signed. Another large meeting was held in Albany favoring the project. In his message to the Legislature in 1816, Governor Tompkins spoke heartily in favor of the Erie Canal proposal.

On March 10, 1817, the Canal Commissioners presented an elaborate report to the Legislature. Although Governor Clinton and other supporters of the canal project had created a strong public sentiment in its favor, there was also violent opposition. The canal "was ridiculed as the conception of lunatics; condemned as a project which, if attempted, would ruin the State financially;

and its advocates were declared to be enemies of the commonwealth. The excitement throughout the State was intense. But common sense and sagacity prevailed in the Legislature and, on April 17, 1817, it passed an act authorizing the construction of the great work of internal improvements."

Work began on the Erie Canal at Rome on July 4, 1817, when the first shovelful of earth was turned. The work was pushed with great vigor, under the administration of Clinton, who was Governor from 1817 until 1822.

On October 22, 1819, the first Erie Canal boat ran between Rome and Utica, a distance of 15 miles. Governor Clinton and a party of distinguished citizens were on board.

Governor Clinton was a man of energy as well as vision. In November, 1820, Clinton made a recommendation to the Legislature that presidential electors be chosen by the people and another for the calling of a constitutional convention. This body met in Albany in 1821 and made marked reforms in the constitution, chief of which was the extension of the right of suffrage to all male citizens of or over 21 years of age, with no other restrictions than that of residence and exemption from criminal convictions. The constitution was ratified in 1822.

In the election of 1822, Joseph C. Yates of Schenectady, was chosen Governor.

Work progressed rapidly on the State canals and the Champlain Canal was completed in 1822.

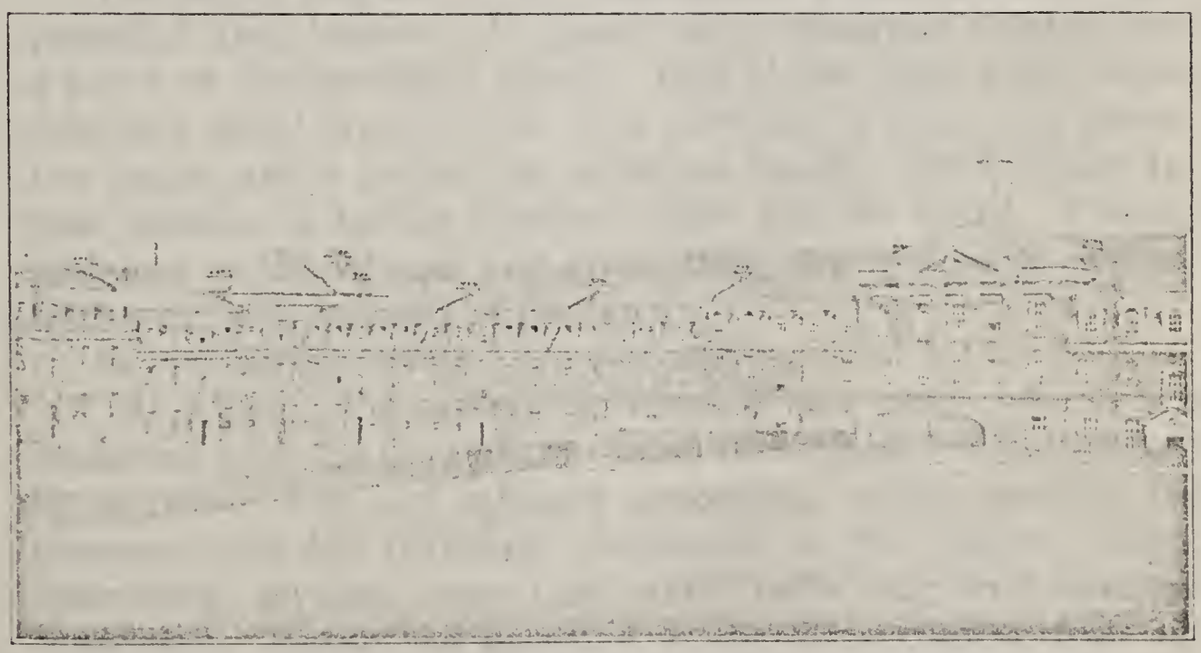
Both the Erie and Champlain canals were originally of the same measurements—40 feet in width at the water surface, 28 feet at the bottom and four feet in depth of water, with locks 90 feet long by 15 feet wide. More than half of the land of the Champlain Canal, between Whitehall and Fort Edward was voluntarily given to the State. The Champlain Canal was primarily designed as the transportation route for the great quantities of lumber which were being cut along the route and on Lake Champlain and waters tributary thereto.

The Champlain Canal ran from Watervliet, to Whitehall, at the head of Lake Champlain. Its length was 81 miles and it had 32 locks. It cost $4,044,000. This canal was later deepened from 4 to 6 feet.

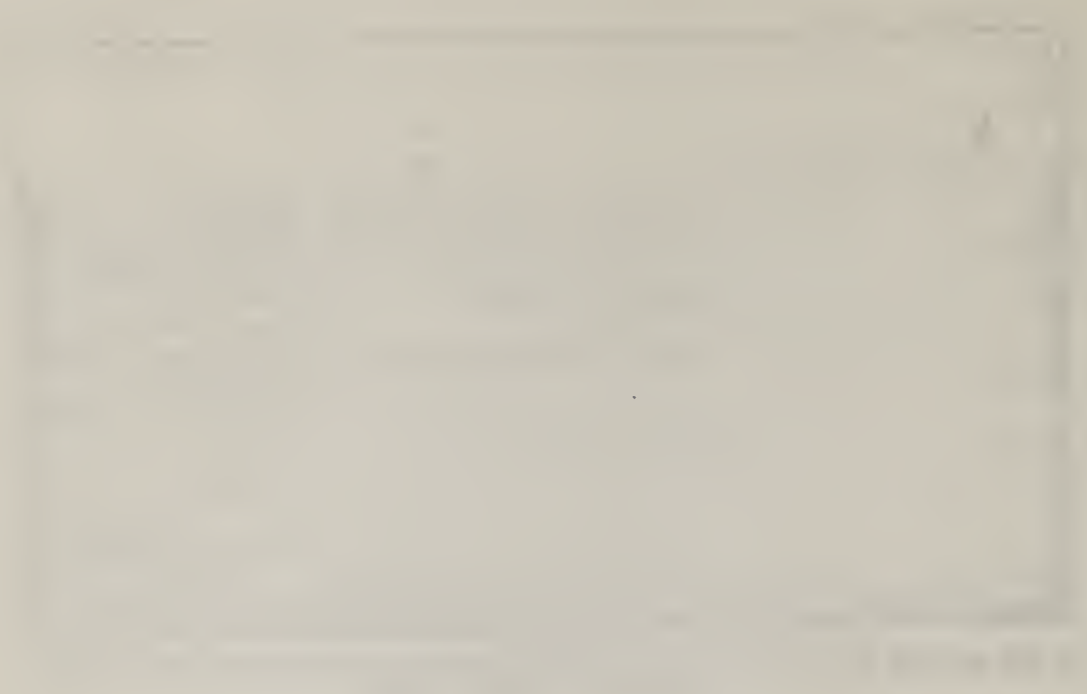
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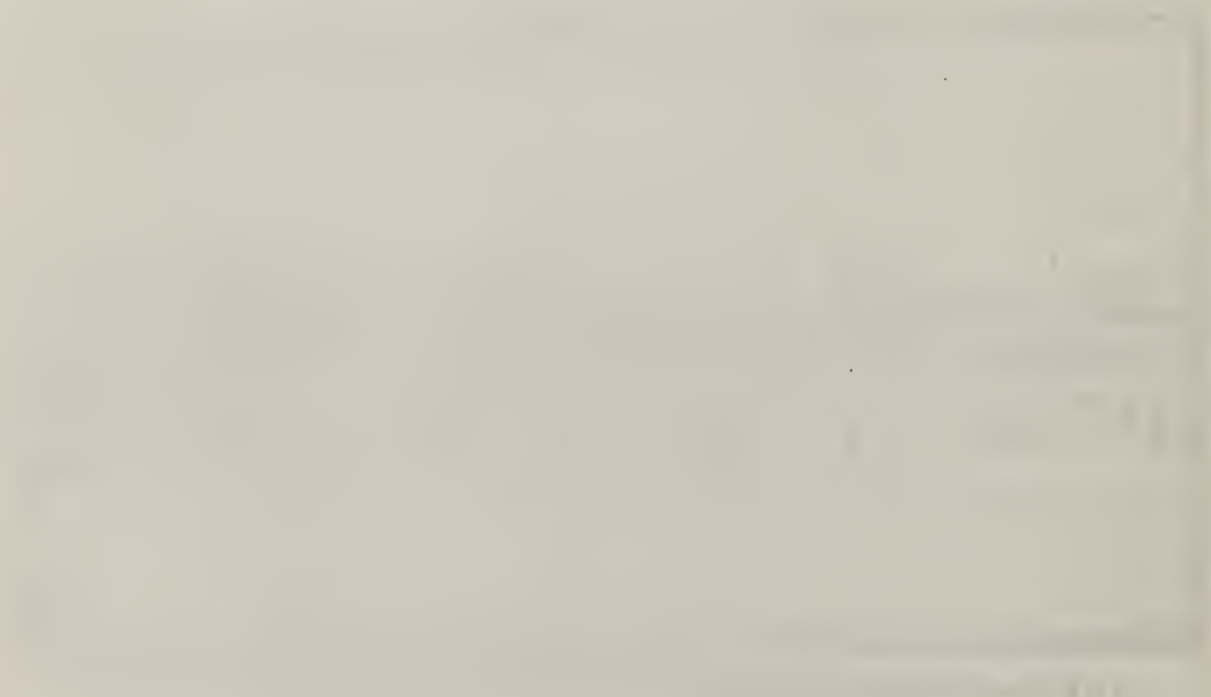


A PRACTICE GAME ON THE RENSSELAER POLYTECHNIC INSTITUTE ATHLETIC FIELD, TROY



THE DORMITORIES, RENSSELAER POLYTECHNIC INSTITUTE, TROY





The Erie Canal ran from Albany to Buffalo. Its length was 387 miles with 72 locks. Its original depth was 4 feet but it was deepened to 7 feet before it was abandoned on the completion of the Barge Canal. The Erie cost $52,540,800.

The Erie Canal was completed throughout in the fall of 1825. In 1824, DeWitt Clinton had again been elected Governor of New York and it was most fitting that the man, who bore such a great part in bringing about the completion of the great waterway, should have the leading part in the celebration of the finishing of this epochal work.

A fleet of canal boats left Buffalo on the morning of October 26, 1825, on a triumphal tour of the entire course of the Erie Canal to Albany and thence over the Hudson to New York City. Cannon were placed at intervals along the route on the canal and Hudson River banks and they were fired one after the other following the sound of the firing of the westernmost gun at Buffalo, as the boats started on their long journey. In this way, news of the event was "canonaded" from Buffalo to New York City in one hour and twenty minutes.

The flotilla was led by the barge *Seneca Chief*, drawn by four powerful grey horses. On board, were Governor Clinton, and a party of distinguished guests. One of the large boats in the fleet was called *Noah's Ark*, as it contained a bear, two fawns, two eagles and a variety of birds and beasts. Two Seneca Indian youths, in Indian costume, were also on board. Crowds gathered at the villages and cities along the route and celebrations were held in many of the towns.

In his "Empire State," Lossing says:

"At Albany, the eastern terminus of the canal, where it is connected with the Champlain Canal, the voyagers were received by a grand civic and military procession, which escorted the Governor and his traveling companions to the Capitol, where interesting services were held while bells rang and cannons thundered. People had gathered at the State capital, from all parts of Northern New York, Vermont and even Canada, to witness the imposing spectacle. Philip Hone, the Mayor of New York, made a congratulatory speech and, in the name of his constituents, invited the Corporation of Albany to accompany the voyagers down the river and partake of the hospitality of the

commercial metropolis. There was a grand illumination in Albany that evening.

"A flotilla of canal boats was towed from Albany to New York by Hudson River steamboats. The *Chancellor Livingston* was the flagship of the squadron, having in tow the *Seneca Chief*, whose passengers were now transferred to her escort and were joined by many others."

The fleet anchored off Greenwich Village, a suburb of New York City, before dawn on November 4, 1825. The fleet, with a great escort of accompanying vessels, sailed and steamed through the Narrows and out onto the Atlantic. Here, following brief and appropriate remarks, Governor Clinton poured a keg of water from Lake Erie into the Atlantic ocean, wedding the waters of the Great Lakes to those of the sea.

The day was further celebrated by the greatest civic procession New York City had ever known. In the evening, the public buildings were illuminated. On Monday evening, November 7, 1825, the canal celebration closed with a grand ball attended by over 3,000 people, including Governor and Mrs. Clinton. This event was held in the great rooms of the Lafayette Amphitheatre in Laurens Street, near Canal Street, New York City.

Lafayette arrived in New York in August, 1824, after an absence of forty years. He made an extensive tour of the United States, which was a continued ovation. In September, 1825, after a great public reception at Castle Garden, New York, the Revolutionary veteran sailed for France.

Governor Clinton was re-elected in 1826, with Nathaniel Pitcher as Lieutenant-Governor. The State suffered a great loss when Clinton died on February 11, 1828.

In the fall election of 1830, Martin Van Buren of Kinderhook, was elected Governor of New York.

Lossing says: "The rapid influx of population into the City and State of New York, especially from the New England states, after the completion of the Erie Canal, speedily put an end to the reign of the Knickerbocker element in society. Fashions, customs and the general aspects of social life were modified by this immigration and New York soon became largely what it is today, a cosmopolitan city."

The population of New York State in 1820 was 1,372,812. In 1830, it had increased to 1,918,608. A considerable part of this comparatively great population increase had been caused by the building of the Erie Canal and the activities and developments which it promoted.

One of the great events in New York State history, during the period covered by this chapter, was the abolition of slavery in the State on July 4, 1827.

In 1826, the Mohawk and Hudson Railroad received a charter for a railroad line to run from Albany to Schenectady. This was the first steam link of the present New York Central Lines. Its development is covered in a succeeding chapter.

In 1827, Castleton-on-Hudson and Hoosick Falls, both located in Rensselaer County, were incorporated as villages.

In 1826, Joseph Henry was appointed a professor in mathematics in Albany Academy. In 1827, he began a series of electrical experiments. In 1828, he published an account of various modifications of electro-magnetic apparatus. He was the first to magnetize a piece of iron at a distance and invented the first machine moved by the agency of electro-magnetism. In 1831, he transmitted signals by the electro magnet through a wire more than a mile long. Professor Henry pointed out the applicability of this discovery to the instantaneous conveyance of intelligence between distant points by means of a magnetic telegraph, several years before such a telegraph was brought into practical operation by Professor Morse. Henry's discoveries, in physics and electricity, were numerous and he occupies a most distinguished position in the field of American science.

CHAPTER 75.

1830-1860—DEVELOPMENT OF MANUFACTURING AND COMMERCE.

1830-1860, PERIOD OF RAILROAD CONSTRUCTION—1834, PEOPLE OF NEW YORK CITY EMPOWERED TO ELECT THEIR MAYOR—1840, FIRST GAME OF BASEBALL PLAYED AT COOPERSTOWN. INVENTED BY ABNER DOUBLEDAY OF BALLSTON SPA—1839, BEGINNING OF ANTI-RENT RIOTS ON VAN RENSSELAER AND OTHER ESTATES—1846, LEGISLATURE ABOLISHES FEUDAL TENURES—1844, FIRST STATE NORMAL SCHOOL OPENS AT ALBANY—1836, MOHAWK AND HUDSON RAILROAD OPENED FROM ALBANY TO SCHENECTADY—1841, ERIE RAILROAD OPENED FROM PIERMONT, ON THE HUDSON, TO GOSHEN—1846, LINE OF STEAM CANAL BOATS STARTED BETWEEN NEW YORK AND BUFFALO—1842, CROTON WATER SUPPLY FOR NEW YORK CITY—DEVELOPMENT OF MANUFACTURING — 1854, POUGHKEEPSIE MADE A CITY — 1855, YONKERS GETS VILLAGE CHARTER—INCORPORATION OF OTHER HUDSON VALLEY VILLAGES.

In the period, following the building of the Erie Canal, the social and material elements which created New York State and City and the Hudson Valley of today were brought into being. The creation of a waterway, linking the waters of the Great Lakes and the Atlantic Ocean by way of the Erie Canal and Hudson River, gave the State and City their outstanding national leadership of today. In the decade following the building of the Erie, New York City outstripped Philadelphia as the commercial metropolis of the United States and New York State became the greatest of the United States. These positions have been since maintained.

The Hudson Valley bore a great part in the Colonial and Revolutionary history of the United States. Preceding chapters have also shown its national importance in the post-Revolutionary period and the early years of the nineteenth century. It has

and always will occupy a strategical position of national importance, as will be noted in the chapters of this work which follow and which bring the record of the Hudson River counties down to the present time.

From 1830 until 1930, many movements and events of national importance had their being in the Hudson River country. They are briefly summarized in the succeeding chapters, which also record the development of New York City only in a general way. In the hundred years, from 1830 until 1930, the growth of New York City was so tremendous and its development so varied that a detailed historical description of the metropolis in that period is impossible within the limits of this work.

The period, from 1800 until 1830, was one of waterway construction while that from 1830 until 1860, was one of railroad building.

In 1831, the Mohawk and Hudson Railroad was completed between Albany and Schenectady. This was the first steam link of the great New York Central Lines of today. The railroad of 1831 and the subsequent development of the Hudson River, New York Central and West Shore railroads are covered in the next chapter.

In 1831, Martin Van Buren was appointed minister to England by President Jackson. He sailed for London but the United States Senate refused to confirm his appointment and he was compelled to return.

The University of the City of New York was founded in 1831.

In 1832, the Whig party was formed at a political meeting in New York City. James Watson Webb, editor and proprietor of the *New York Courier and Enquirer*, was the promoter of the new political organization, which was organized to oppose President Jackson.

By an act of the Legislature passed in March, 1834, the people of New York City were empowered to elect their own mayor for the first time. Cornelius W. Lawrence was the first mayor elected by popular vote.

In 1834, election riots and abolition riots caused terror in New York City. The Seventh Regiment restored order on both occasions.

On December 16, 1835, a great fire in New York City caused a loss of $20,000,000. Financial depression, in 1837, affected New York City and the entire Hudson River country.

In 1835, the New York State Legislature provided for the enlargement of the Erie Canal.

The Abolitionists had become well organized and numerous in the north. In 1836, Martin Van Buren of Kinderhook, was nominated as the Democratic candidate for President. He took a stand against the Abolitionists, received the support of the southern states, and was elected. Van Buren was the first citizen or resident of the Hudson Valley or New York State to be elected to the Presidency.

The first game of modern baseball was played at Cooperstown in 1840. It was invented by General Abner S. Doubleday, a native and resident of one of the Hudson River counties—Saratoga.

General Doubleday was born at Ballston Spa on June 26, 1819. He was graduated from West Point in 1842. During the Civil War, he became a brigadier-general of volunteers in February, 1862, and a major-general in November, 1862. Doubleday commanded the First Corps in the first day's battle of Gettysburg. He died in 1893, aged 74 years.

Following the death of Stephen Van Rensselaer, the last of the patroons, in 1839, anti-rent riots broke out on the lands of this and other manorial estates in New York. The first act of lawlessness took place in the town of Grafton, Rensselaer County, where the anti-renters killed a man.

The patroonships of the Hudson River have been covered at considerable length in this work. After the Revolution, when the laws of primogeniture were abolished, a large proportion of the settled sections of New York was held by these patroons and the cultivators of the estates occupied farms on leases for one or more lives, or from year to year, stipulating for the payment of rents, dues and services, somewhat after the manner of the old feudal tenures of Holland and England. These feudal tenures were also abolished, after which the proprietors of the manor grants formulated a deed by which the tenants agreed to pay rents and dues in almost the same manner as before. These tenures became most burdensome and the Anti-Rent wars ensued. In some cases, the disturbances were so threatening that the

militia was called out. Agitation, in behalf of the tenants, finally produced results and, in the revised State Constitution of 1846, a clause was inserted abolishing all feudal tenures and forbidding the leasing of agricultural lands for a longer term than twelve years.

In 1844, Samuel F. B. Morse transmitted the first public telegraph message. It was sent from Baltimore to Washington. Professor Morse was originally a portrait painter of much talent who finally turned to the perfection of the telegraph. He was a resident of the Hudson River country making his home near Poughkeepsie.

In 1844, the first State Normal School was established in Albany.

In 1841, the Erie Railroad was opened between Goshen and Piermont on the Hudson. A pier was built at the latter place, extending nearly a mile into the river, and reaching the deep channel in the broad and shallow waters of the Tappan Zee. Erie trains ran to the end of the pier and New York passengers and freight went to and from the pier by steamboat transit.

The year 1846 was marked by the war with Mexico.

In 1845, the first line of steam-canal boats started running from New York to Buffalo. In that year, the manufacture of steam locomotives began in Schenectady.

In 1842, the Croton River water system was completed and New York City received its first adequate water supply. The Croton Aqueduct carried the water supply to New York on High Bridge over the Harlem River. The work cost $10,375,000. The system extended from the storage reservoir in Westchester County to the distributing reservoir in Bryant Park, at 42nd Street and Fifth Avenue, New York City, where the Public Library now stands. The distance was about forty miles.

In 1840, Governor Seward recommended the enlargement of the Erie Canal and the construction of the Genesee Valley and Black River canals.

In 1851, the Hudson River Railroad was completed between New York City and Greenbush—present Rensselaer, opposite Albany. Its story is given in the following chapter. In 1853, the railroad lines, between Albany and Buffalo, were merged in the New York Central Railroad.

In 1854, the Republican party was organized. Its first presi-

dential candidate was a Hudson River man, General John C. Fremont. In 1856, he was defeated for the Presidency by James Buchanan. Fremont received 114 and Buchanan 174 electoral votes. Major General Fremont was a noted Mexican War commander and the conqueror of California during that conflict. He was buried in the Piermont Cemetery, which is located on the top of the mountain at that place overlooking the entire sweep of the Tappan Zee area of the Hudson River and 500 feet above that stream. This is one of the most sightly cemeteries in the Hudson Valley and the State of New York.

The period, from 1830 to 1860, was one of the development of manufacturing as well as of railroad transportation in the Hudson Valley.

In 1833, the manufacture of knit goods began at Cohoes, where the making of cotton cloth was started in 1836. These industries had great development and they were the beginnings of the development of Cohoes into an important manufacturing center.

In 1834, the great collar and shirt industry of Troy was started.

In 1853, a World's Fair was held at the Crystal Palace in New York City. It was largely attended as the first great event of this character to be held in the United States.

In 1854, Poughkeepsie was given a city charter, and in 1855, Yonkers was incorporated as a village.

In 1856, the site of Central Park in New York City was purchased for $5,500,000.

The first Wagner sleeping cars started to run on the New York Central Railroad in 1858.

The following villages, in the Hudson River counties, were incorporated in the period from 1830 to 1860: Saugerties, Greene County, 1831; Nyack and West Haverstraw, Rockland County, 1833; Rhinebeck, Dutchess County, 1834; Kinderhook, Columbia County, 1836; Cold Spring, Putnam County, 1846; Piermont, Rockland County, 1847; Victory, Saratoga County, 1848; Fort Edward, Washington County, 1849; Haverstraw, Rockland County, 1854; Nelsonville, Putnam County, 1855; Valatie, Columbia County; Ellenville, Ulster County, 1856.

The population of New York State in 1840 was 2,428,921; in 1850 it was 3,097,394, and in 1860, it was 3,880,735.

CHAPTER 76.

1827-1931—NEW YORK CENTRAL RAILROAD.

1827-1831, THE MOHAWK AND HUDSON RIVER RAILROAD, ALBANY TO SCHENECTADY, FIRST STEAM LINK OF THE NEW YORK CENTRAL LINES—1846-1851, THE HUDSON RIVER RAILROAD, NEW YORK TO GREENBUSH (RENSSELAER)—1853, NEW YORK CENTRAL RAILROAD, ALBANY TO BUFFALO—1869, NEW YORK CENTRAL AND HUDSON RIVER RAILROAD—1883, WEST SHORE RAILROAD—1914, NEW YORK CENTRAL RAILROAD, NEW YORK TO BUFFALO, AND NEW YORK CENTRAL LINES.

The initial movement for the construction of the first steam link of the New York Central Lines began when George W. Featherstonaugh started agitating the question of a steam railroad between Albany and Schenectady in 1812. He enlisted the support of Stephen Van Rensselaer, the patroon of Albany. In 1827, the Legislature granted a charter to the Mohawk and Hudson Railroad, to run from Albany to Schenectady. Van Rensselaer became President and Featherstonaugh Vice President of the proposed railroad. They were the only directors.

In 1826, Mr. and Mrs. Featherstonaugh sailed for Europe in the interests of the railroad enterprise. Featherstonaugh had a beautiful home on Featherstonaugh Lake in Schenectady County, which burned.

Mr. and Mrs. Featherstonaugh returned to their home in the Mohawk Valley in 1828. Soon thereafter, Mrs. Featherstonaugh died and this event, combined with the loss of his home, caused Mr. Featherstonaugh to drift away from his railroad connections. He became the first United States Geologist in 1833 and he later returned to England. He was a man of great scientific ability and accomplishments. Others carried on the great enterprise which he was so instrumental in starting.

The history of the earliest link of the New York Central Railroad, the parent of the New York Central Lines, is of much importance in the history of the Hudson River country.

The New York Central Lines had their birth and first development in the Hudson River country and along the Mohawk, the chief tributary of the Hudson. New York Central Lines parallel the Hudson River, for nearly 150 miles from New York to Albany —the New York Central Railroad on the east shore and the West Shore Railroad on the west shore of the Hudson. These are not only the chief railroad lines along the Hudson River but they are parts of "America's Greatest Railroad," a nationally important line of transportation.

In 1869, the New York Central and the Hudson River Railroads were consolidated.

The first link of the Central was opened in 1831—the Mohawk and Hudson. The Hudson River Railroad was begun in 1848 and completed in 1851.

Construction work on the Mohawk and Hudson Railroad began on July 29, 1830, and, one year later, the road was completed from Prospect Street, in Schenectady, to Lydius Street, on the then western limits of Albany. The terminus of the Mohawk and Hudson, both at Albany and Schenectady, stood on the outskirts of the towns and stage coaches were used to transport passengers to and from the city centers.

Two locomotives were ordered for the new road. One was made by George Stephenson, the inventor of the locomotive, in England. The other, which was designed by John B. Jervis, engineer of the road, was made at the West Point Foundry at Cold Spring. The English engine was first called the "Robert Fulton" but the name was later changed to "John Bull." It weighed 12,740 pounds.

The American locomotive was named the "DeWitt Clinton." It weighed 6,758 pounds. It was 11 feet, 6 inches long, with two cylinders 5½ by 16 inches. In 1831, on trial trips, it made a speed of 30 miles an hour. The first train consisted of an engine, tender and three coaches. These coaches were actual stage coaches mounted on trucks with tires somewhat larger than the ordinary coach tires of the period. From this fact, the railroad "coach" derived its name. Each coach held ten passengers. The rails were wooden stringers with iron straps nailed on top. The engine burned wood and the sparks from the smokestack frequently

ignited the clothes of the passengers during the early days of the railroad.

The formal opening of the Mohawk and Hudson Railroad took place on August 13, 1831, when a train ran from Albany to Schenectady. The English engine, "Robert Fulton," started to haul the train but broke down. The "DeWitt Clinton," American engine then pulled the original train consisting of the tender and three coaches. It was followed by three platform cars drawn by horses. Passengers crowded all these conveyances. On arrival at Schenectady, a great celebration took place and a banquet was held in honor of the event.

The cost of the road, up to the opening date, was $483,215. By the spring of 1832, the railroad was fully completed and the final cost was $639,908, which was a considerable total for those days. The road was about fifteen miles long. Following the final completion of the Mohawk and Hudson, another grand excursion was held on May 14, 1832.

In 1841, the tracks of the railroad were relocated at Schenectady, so that trains ran directly to the business center of the city near the site of the present station. By 1841, the Mohawk and Hudson had proved to be a great success and, because of this, other steam railroads were projected and built in New York and other states.

In 1833, a charter was granted by the New York State Legislature for the Utica and Schenectady Railroad. The line covered a distance of about 80 miles and it was originally capitalized for $2,000,000, which more than provided for the building of the road and its equipment. The new railroad was opened on August 1, 1836, when the DeWitt Clinton engine drew a train from Schenectady to Utica. Crowds gathered along the route and great enthusiasm was shown. Railroad transportation was now provided between Albany and Utica, a distance of nearly 100 miles. In 1839, the railroad was extended to Syracuse, thus completing the later Mohawk Division of the New York Central Railroad.

In 1847, the name of the Mohawk and Hudson Railroad was changed to the Albany and Schenectady Railroad and the tracks were relocated on their present situation between the two cities.

In 1853, the various railroads, which then made a through line from Albany to Buffalo, were consolidated under the name

of the New York Central Railroad. This was the first railroad merger in the United States.

In 1869, the New York Central Railroad and the Hudson River Railroad were consolidated under the name of the New York Central and Hudson River Railroad.

In 1883, the West Shore Railroad began operations, between Jersey City and Buffalo.

On December 23, 1914, the N. Y. C. & H. R. R., including the West Shore, consolidated with the Michigan Central, Pittsburgh and Lake Erie, Cleveland, Cincinnati, Chicago and St. Louis, Lake Erie and Western, and Toledo and Ohio Central, all under the name of the New York Central Lines.

HUDSON RIVER RAILROAD

The Hudson River Railroad was incorporated May 12, 1846 (New York), to build and operate a railroad from New York City to East Albany (Rensselaer). The road was opened for traffic in sections as completed, the entire length being put into operation by October 1, 1851. The Company and the New York Central Railroad Company (of 1853) consolidated on November 1, 1869, forming the New York Central & Hudson River Railroad Company.

By an interesting coincidence the ceremonies attending the completion of the steel structure of the Graybar Building fell on October 8, 1926, the seventy-fifth anniversary of the great celebration which marked the formal opening to traffic of the Hudson River Railroad, the first rail line connecting the metropolis with the capital of the Empire State. The Graybar Building stands directly over the terminal tracks in New York City of the Hudson River Railroad, or, rather, of its successor, the New York Central Railroad.

We are told in the accounts that have come down to us that a long train of cars started from the depot at Chambers Street and College Place in New York City at 6 o'clock on the morning of Wednesday, October 8, 1851, for Albany; or, rather, for Greenbush (present Rensselaer), on the eastern bank of the Hudson opposite Albany. The river was not bridged until fifteen years later.

This long train of cars was not drawn by a locomotive, but by horses, to Thirty-fourth Street, where a "new and powerful" locomotive was attached for the run to Greenbush. This train carried the less important guests of the railroad company. An hour later, a second train of seven cars which, according to the newspaper accounts, were "comfortable and commodious," started from Thirty-fourth Street, bearing the president and board of directors and some of the stockholders of the road, the Mayor of New York, members of the Common Council, and other prominent citizens to the capacity of the "comfortable and commodious" cars.

Both trains made the run to Greenbush, a distance of 143½ miles, in three hours and forty-five minutes, a performance highly creditable to the skill of the engineers who built this pioneer line, as may be realized when it is remembered that the famous Empire State Express today covers the same distance in only fifty-five minutes less time.

At every town and village along the line, the trains were greeted by cheering crowds and booming cannon. Upon arriving at Greenbush, the guests were met by Governor Hunt of New York, former Governor Marcy, and a number of other officers of the State, the Mayor of Albany and many other distinguished personages.

A cold luncheon was served to nearly eleven hundred guests in the roundhouse. If we can believe the reporters present, the "champagne artillery soon drowned the clatter of knives and forks."

At all events, the feast was followed by an orgy of oratory, for our grandfathers doted on oratory. They never lost an opportunity to make long and grandiloquent speeches. He who could make the longest address and soar to the loftiest heights of eloquence was the hero of the hour. At 2 o'clock in the afternoon, the guest trains started on the return to New York City, where the celebration was continued at the old Astor House.

Throughout the speechmaking and incidents of that great day, ran an overtone of triumph that to us of a later day may seem hardly warranted by so modest an achievement as the completion of a railroad only 143½ miles long.

But it must be remembered that the railroad is a new thing comparatively speaking. The first railroads were built barely a century ago. Only twenty years before the completion of the Hudson River Railroad, the first locomotive in New York made its first trip from Albany to Schenectady, the impressive distance of seventeen miles. The difficulties attending the building of a railroad along the brink of the Hudson River, were enough to appall less determined men.

At that early day, the engineering profession, for want of practise, had not reached its present marvelous efficiency. The excavating and construction machinery of today had not been dreamed of then. Everything had to be laboriously done with the most primitive appliances. In the 75 miles from New York to Poughkeepsie, no less than 37 miles of river wall had to be built. Rock had to be brought in on scows and dumped often in water several feet deep until a foundation had been laid on which the wall could be built only at low tide. Often the completed wall would disappear below the surface, so that it had to be built all over again. In the same distance, there were 5,682 feet of bridging and 3,376 feet of tunneling. But the task was completed in two years and ten months. For that early day, that was, indeed, a proud achievement.

But, however formidable the natural obstacles in the way of the railroad builders, those set up by man were greater. Soon after Fulton's *Clermont* struggled slowly up the Hudson, a fleet of steamboats appeared to provide connection between New York and Albany. When the railroad was undertaken, the steamboats were regarded as "floating palaces" more than capable of moving all the commerce between these points. The fare was ordinarily one dollar between New York and Albany; but, in frequent rate wars between rival lines, it was reduced to fifty cents and even to twenty-five cents. How then could a railroad hope to compete with steamboats?

Then there was the Harlem Railroad, chartered away back in 1831. The cautious promoters located their line far in the interior, where they hoped to pick up traffic beyond the reach of steamboat competition. In eleven years, only eleven miles of the Harlem Railroad were built, but the management hoped to reach Chatham Four Corners and a connection, over what is now

the Boston & Albany Railroad, with Albany. This hope was not realized until 1852, a year after the completion of the Hudson River Railroad, but, meanwhile, the Harlem road, the steamboat interests and their followers were able to command an influence strong enough to defeat all attempts to obtain a charter for the Hudson River Railroad for four years, or until May 12, 1846.

The act of incorporation itself was enough to discourage less determined men, for it laid down restrictions with a wealth of verbiage which seemed to preclude success. It provided that $300,000 must be expended in construction in the first fifteen months and that the road must be completed in four years. The time limit was afterward extended to 1852. Capital stock was fixed at $3,000,000 and borrowing capacity was limited to $6,000,000. The maximum fare was to be 2½ cents in winter, 2 cents in summer. Moreover, the legislature was careful to stipulate, in the act of incorporation, that all locomotives must be equipped with bells weighing not less than 30 pounds to be rung continuously from a point eighty rods distant from every highway crossing until the train had passed the crossing. The legislature meant to take no chances.

Even after the road was completed, there were newspaper crusades against it reiterating all sorts of charges against the management and asserting that the road could not possibly ever pay a dividend.

But the road was completed ahead of the time limit, it did compete successfully with the steamboats, it did pay dividends from the start without interfering in any way with the prosperity of the Harlem Railroad. Even today, both the steamboats and the Harlem Railroad are doing a thriving business.

In fact, the Hudson River Railroad, instead of proving detrimental to the interests of its supposed rivals, actually helped them. It has helped, and still continues to help, everybody in New York City and New York State. It has been an important factor in the marvelous progress of America, for it was, and is, a link in the great highway through the only gap in the Appalachian chain between the seaboard and the interior.

When the Hudson River Railroad was completed, it became possible to travel all the way by rail from New York City to Buffalo, though the journey lay over nearly half a score of inde-

pendent railroads. From Buffalo, one might proceed by the Great Lakes, or, by disconnected fragments of railroads, to Toledo. From that city, the advertised route lay over the Michigan Southern and Northern Indiana Railroad to La Porte, Indiana, a distance of 185 miles, in ten and a quarter hours; thence, by stage, 13 miles to Michigan City; from there, by rail, forty miles to Ainsworth, and then, by stage, for the last twelve miles to Chicago.

Some fifteen years after the Hudson River Railroad was completed, it came under the influence of Commodore Vanderbilt, who was one of the great outstanding geniuses in the history of railroads. Under his guiding hand, the Hudson River Railroad was consolidated, in 1869, with the New York Central to form the New York Central and Hudson River Railroad. Soon after, Commodore Vanderbilt and his associates acquired control of the various links constituting the present New York Central route to Chicago. In 1914, through further legal and financial steps, the name of the Hudson River Railroad disappeared, though the railroad itself still remains as a favorite highway between the East and the West, known as the New York Central Railroad. This, in turn, is the parent stem around which has grown up a great railroad system, the New York Central Lines.

WEST SHORE RAILROAD

The New York, West Shore and Buffalo Railway Company, the first corporation bearing the name, was formed on February 18, 1880 (New York), as a reorganization after sale, on February 7, 1879, of the New York West Shore and Chicago Railroad Company, incorporated July 13, 1870 (New York), which had been merged, July 21, 1877, with the West Shore Hudson River Railroad Company, incorporated October 28, 1867 (New York), which, on March 31, 1868, had absorbed the Hudson River West Shore Railroad Company, incorporated September 16, 1867 (New York).

Under date of December 5, 1885, the railroad property of the West Shore Railroad Company was leased to the New York Central and Hudson River Railroad Company (of 1869) for 475 years from January 1, 1881, with the privilege of a further term of 500 years, at an annual rental of the full amount of interest

at four per cent on outstanding bonds, secured by a first mortgage not exceeding $50,000,000 of principal.

General Horace Porter, Vice President of the Pullman Palace Car Company, was the first president of the West Shore. Charles Bard was Vice President, Alexander Taylor, Secretary and Treasurer, and Charles Paine, former General Superintendent of the Lake Shore and Michigan Southern, was General Manager.

The company's capital stock was $40,000,000 and it was planned to issue $50,000,000 in bonds. It was believed that it would cost about $40,000,000 to build the road from New York to Buffalo. The actual cost was nearly $10,000,000 more than this. Before the line was completed to Buffalo, the company was bankrupt.

Construction began in the early spring of 1881. This work included three important tunnels, one being that under Bergen Hill, 4,225 feet long, less than a tenth of a mile from the passenger station at Weehawken; another 1,620 feet in length, just south of Haverstraw, and another, 2,640 feet in length, to the parade ground of the U. S. Military Academy at West Point. In addition to these there were six shorter tunnels, all designed for a double track railroad.

The steep shores of the Hudson continuing for many miles formed serious obstacles. At some places, it was necessary to lower men by ropes from the tops of cliffs to cut starting points for construction. In several places, girders were wedged under ledges upon which the road bed was carried out over the water. At one point, where the water was too deep to permit a fill, a steel truss bridge was built parallel to the cliff.

Much of the construction work was done by negroes brought from the South. At that time, there were few negro workers in the North. Those who were then located here were chiefly personal servants or waiters in large hotels and people in the Hudson River towns were unused to them.

Haverstraw tunnel was "holed through" in January, 1882. Grading was begun at Utica in the following month and, in April, 1882, the first rails were laid at Syracuse. Twenty thousand men were employed in construction work during the summer of 1882.

In February, 1883, first mortgage bonds of the West Shore were listed upon the New York Stock Exchange. At the time,

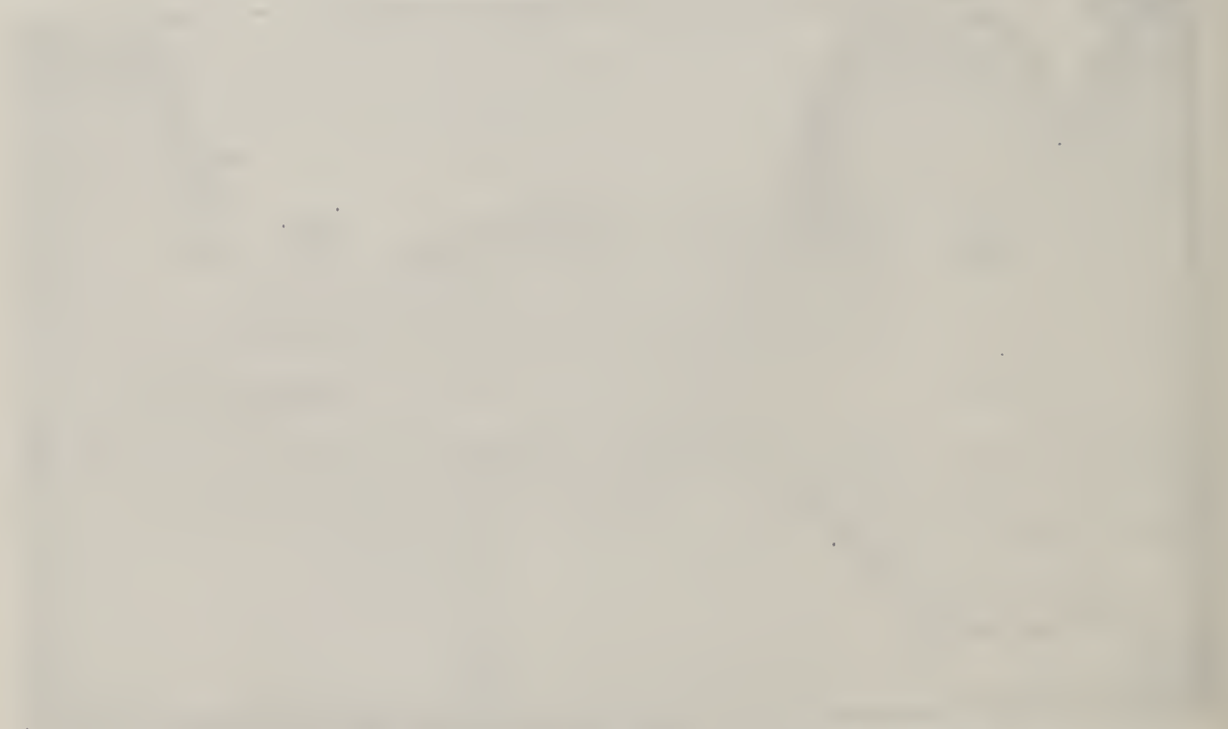
it was announced that 320 miles of the total 472 route miles, including branches, had been laid and $6,000,000 worth of equipment had been purchased, making a total of $30,000,000 which had been expended on the enterprise up to that time.

The first passenger service on the West Shore was established on June 4, 1883, between Jersey City and Newburgh. Passenger service was extended to Kingston on June 25 of the same year. Service was established through to Albany on July 9, 1883, by way of a branch from Coeymans and the Susequehanna Division of the Delaware and Hudson.

The new line was opened from Weehawken to Syracuse on October 1, 1883.



BRONX RIVER AND BRIDGE AT WHITE PLAINS
This is part of the Bronx River Parkway



CHAPTER 77.

1861-1865—THE CIVIL WAR AND THE HUDSON RIVER COUNTIES.

1861, NEW YORK CITY BUSINESS MEN AGAINST WAR—GREAT PART PLAYED BY THE STATE OF NEW YORK IN THE CONFLICT—NEW YORK-BUFFALO TRANSPORTATION BELT HELPS WIN THE WAR—ORDNANCE MANUFACTURED—LOYALTY AND DISLOYALTY IN NEW YORK CITY—STATE FURNISHES 473,443 OF THE 2,128,948 SOLDIERS OF UNION ARMIES, OVER 22 PER CENT OF THE TOTAL NUMBER—NEW YORK HAD 120,000 UNION SOLDIERS IN FIELD ON JANUARY 1, 1862—STATE RAISES $210,000,000 OF $500,000,000 GOVERNMENT LOAN—RELIEF ASSOCIATIONS—1863, JULY 13, DRAFT RIOTS IN NEW YORK CITY—APRIL 9, 1865, LEE SURRENDERS—APRIL 14, 1865, LINCOLN SHOT—DEAD PRESIDENT LIES IN STATE IN NEW YORK CITY—GREAT CIVIC FUNERAL PROCESSION—FUNERAL TRAIN RUNS OVER PRESENT NEW YORK CENTRAL TO BUFFALO—LINCOLN LIES IN STATE IN ALBANY CAPITAL—HUDSON VALLEY UNION COMMANDERS.

At the beginning of the Civil War, New York State was first in population, commerce, industry and wealth. It had been first in population since 1820, when it outstripped Virginia.

In 1861, New York City had a population of more than 800,000 and, with its suburbs, it formed a metropolitan district of much more than 1,000,000 people. The city's foreign commerce amounted to $375,000,000 in 1860. Naturally, the merchants, capitalists and manufacturers of the metropolis were opposed to war. Lossing writes as follows concerning their attitude at the time:

"They watched the approaching tempest as it gathered energy with mingled incredulity and uneasiness and they anxiously observed the faint heartedness or indifference of the National Government at that time of peril with gloomy forebodings."

"At that hour of greatest despondency, the trumpet voice of the newly appointed Secretary of the Treasury, John A. Dix of New York, rang throughout the nation, saying to an officer of the revenue service at New Orleans, 'If anyone attempts to haul down the American flag, shoot him on the spot!' That utterance was hailed by the loyal people of the land with hope and joy as a sure prophecy of salvation for the republic."

Dix was a resident of Cooperstown, Otsego County, New York. The famous message which he wrote is preserved in the Fort Rensselaer Club, Canajoharie—in the Mohawk Valley and therefore in part of the greater Valley of the Hudson.

Although disaffection concerning the war permeated many parts of the North, the sentiment in the Hudson River county was generally patriotic and one of strong loyalty to the Union cause. This loyalty was particularly general in the country districts.

Political conditions were much mixed in New York at the beginning of hostilities in 1861. Rebels fired on a Union ship, which entered Charleston harbor with supplies for Fort Sumter. This called out a patriotic message from President Buchanan, a Democrat. The New York State Legislature passed loyal resolutions. Mayor Fernando Wood of New York City was in sympathy with the Southern cause and he advocated the secession of the city from the State, in a message to the Common Council, under date of January 7, 1861. The Common Council had 3,000 copies of this disloyal message printed for public distribution. However, the people of the city generally condemned these rebellious sentiments.

New York State and City played a great part in the Civil War which shook the nation to its very foundations in the years from 1861 to 1865. The State sent 473,443 men, including 16,000 militiamen, for terms of service of less than three months. The City of New York furnished 116,382 men for terms of one, two, three and four years' service.

In addition to other enormous expenditures for the war, the State of New York distributed over $35,000,000 to its soldiers for bounties, from July 17, 1861, to January 1, 1866.

Not only did New York furnish a greater number of soldiers to the Union armies than any other state but its New York-

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VICTORY MONUMENT, SCHUYLERVILLE



Buffalo transportation belt was the main artery for the moving of soldiers, ordnance and supplies for the armies of the United States. This eastward bound traffic went over the New York Central and Hudson River railroads and on the Erie Canal and the Hudson River. This war movement of freight, military supplies, soldiers and passengers was enormous for the period. Without this great artery of transportation, the United States armies would have been hard pressed to win the war, particularly considering the generally rudimentary transportation facilities of the period, including those of many of the railroads. The low Hudson-Mohawk pass, through the Appalachian mountain range, was again instrumental in winning the War of the Rebellion for the United States, just as it had been in the triumph of the American cause during the Revolution.

As in the World War, New York City was the focal point of national life and activities during the Rebellion, aside from strictly governmental and military life which centered in Washington. The people of New York City were mainly loyal but there was also a strong Southern element in the metropolis which formed a menace "behind the lines" throughout the conflict.

Merchants and others of New York City circulated a compromise petition which was signed with 40,000 names and sent to Washington in February, 1861. The city and Legislature appointed delegates to confer with those of six "seceded" states. At the same time, the pro-slavery element in New York City formed the "American Society for the Promotion of National Union." Lossing says: "This society, which sent its disloyal publications broadcast over the land, was the mother of the mischievous Peace Faction, which prolonged and increased the miseries of the Civil War. It was the parent of the brood of misguided men, called Copperheads, during that fearful struggle."

The exportation of firearms from the port of New York to the Southern rebels began in January, 1861.

A secession convention was held in Montgomery, Alabama, on February 4, 1861, when a provisional constitution was adopted and Jefferson Davis was chosen provisional president. War measures were adopted and the rebels were well organized and armed when Abraham Lincoln was inaugurated as President of the United States, on March 4, 1861. Fort Sumter, in Charleston

Harbor, was fired upon on April 12, 1861. On the 14th, Major Anderson and the garrison evacuated the fort.

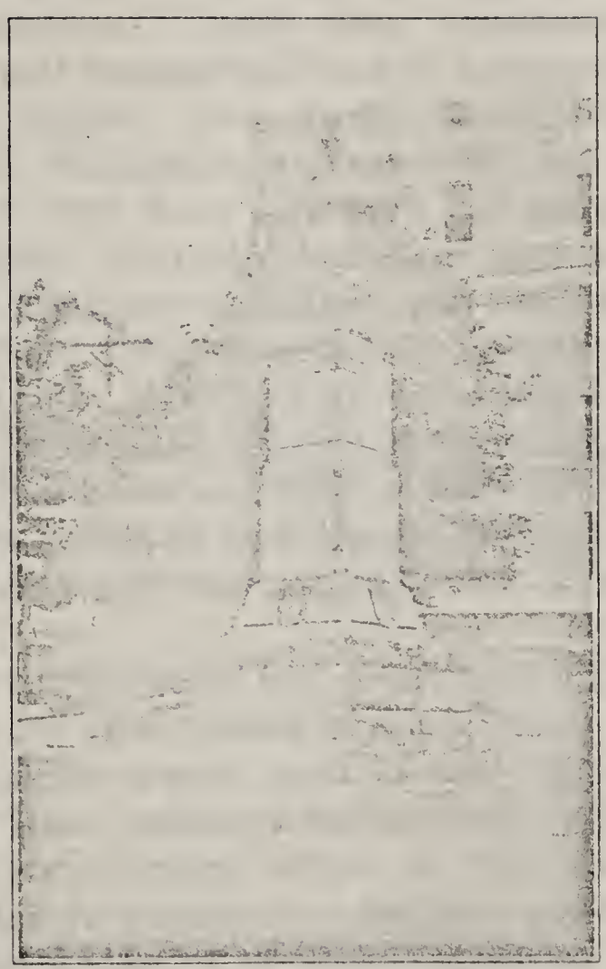
On April 15, 1861, President Lincoln issued a call for 75,000 militia to serve for three months. New York State's quota was 17 regiments of 13,000 men. Governor Morgan sent the President's proclamation to the Legislature, which authorized an appropriation of $3,000,000 and the enrollment of 30,000 men for two years' service. Governor Morgan ordered the 13,000 militiamen to assemble at New York City and Elmira. The Seventh Regiment of New York marched through the city on April 19 and left for Washington in a great public patriotic demonstration. The Sixth, Twelfth and Seventy-first New York City militia regiments left on April 20, 1861. The arrival of these four New York City regiments saved the National Capital. Other New York City regiments followed within a few days.

New York was one of the most actively loyal states in the Union. Contracts for large amounts of supplies were immediately made. An agent of the State sailed for Europe on April 24, 1861, where he purchased 19,000 Enfield rifles for the use of the New York regiments. These were landed in New York City soon thereafter. The 30,000 men, authorized by the State Legislature, were raised within 36 days after the President's call for troops. New York City patriots raised ten additional regiments and, by July 1, 1861, New York's troops in the field numbered 46,700 men.

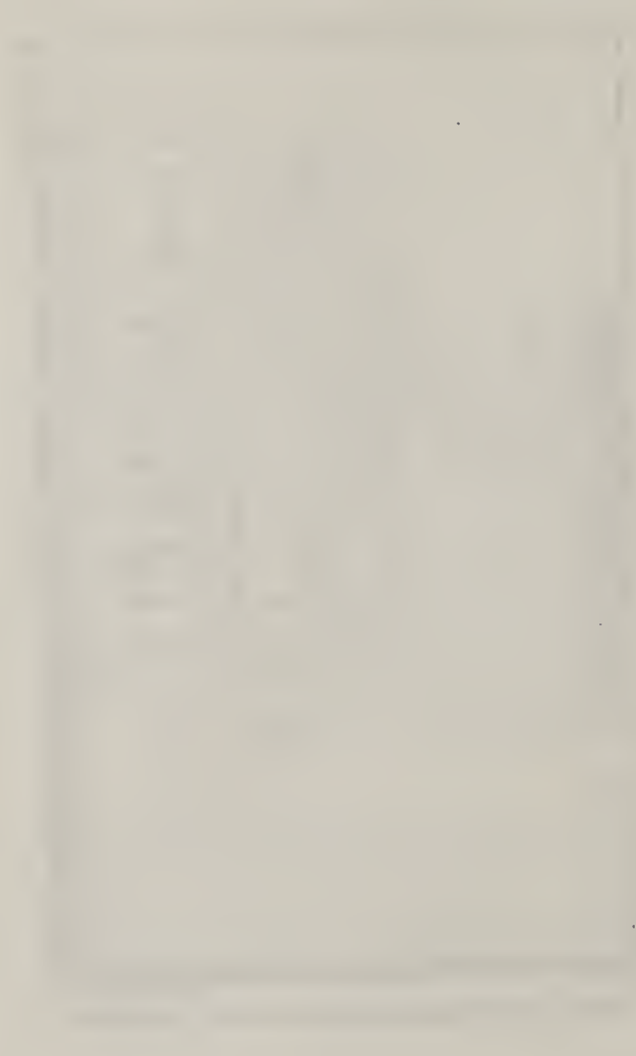
On April 20, 1861, a great Union mass meeting of the people of New York City was held in Union Square. It was so vast that it was divided into four sections. Intensely patriotic speeches were made and patriotic resolutions were adopted. The loyal position of New York City was made evident to all the World. At the meeting, a Committee of Safety was formed composed of the most distinguished citizens of the metropolis. The Committee formed the Union Defence Committee, which bore a great part in the city's war activities. It assisted in the equipment of 49 regiments numbering about 40,000 men. Within ten days from the President's call for troops, New York City sent to Washington 10,000 men fully armed and equipped.

General Winfield Scott was in command of the Army of the United States, but the active commander was Major General John

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CIVIL WAR MONUMENT, MT. VERNON



Ellis Wool of Troy, who was next in rank to Scott. Although he was 73 years old in 1861, Wool was an active, vigorous and efficient general. On the President's call for troops, General Wool immediately conferred with Governor Morgan and military action was speeded up. It was largely due to Wool, a native and resident of the Hudson River shores, that the capital of Washington was saved from the enemy. General Scott appealed to Governor Morgan for help, after which Washington was cut off from outside communication. Under these circumstances, General Wool assumed great responsibilities and arranged plans for the salvation of the capital. New York's 10,000 militiamen were rushed through to Washington and saved the day and nation.

By January 1, 1862, New York State had placed 120,000 men in the Union armies. Its troops had taken part in every engagement east of the Alleghany mountains and south of Washington.

On July 4, 1861, Congress called for 500,000 soldiers and a loan of $500,000,000. New York State furnished 120,000 of the soldiers and its people had subscribed for $210,000,000 of the loan. This response was a wonderful exhibition of the patriotism and loyalty of the people of New York. The state furnished the men and the money and the prompt action of its loyal people saved the Union.

Associations for the relief and comfort of the Union soldiers were formed by the loyal women of the country. On the day of the President's call for troops, April 15, 1861, Miss Almena Bates of Charlestown, Mass., initiated such an organization. On April 26, 1861, about sixty leading women of New York City met to take steps for the formation of a soldiers' relief organization. The women called a meeting at Cooper Union on April 29, 1861, which was largely attended. The Women's Central Relief Association was then and there organized. These women's relief organizations did a great work on behalf of the Union soldiers during the four long and terrible years of warfare.

At the suggestion of the Secretary of War, the United States Sanitary Commission was formed, with Henry Whitney Bellows, D. D., of New York City, as its president. Doctor Bellows was pastor of the First Unitarian Church of New York, and he was the author of the plan of organization and work of the Sanitary Commission. Frederick Law Olmstead of New York City became

its secretary and manager. He later became a famous landscape architect. The object of the Commission was to supplement the work of the U. S. Government in providing for the comfort and well being of the Union soldiers. Contributions of money and supplies came from all the loyal states. All over the country, men, women and children worked for the Commission. Nowhere was this work carried on more energetically or enthusiastically than in the Hudson River country. The City of Poughkeepsie then had a population of 16,000 people. It held a fair which raised $16,000, or one dollar for every inhabitant, which sum was sent to the Commission. A great fair was held in New York City, which raised $1,000,000 for the Sanitary Commission. The Commission established many branches. Army wagons, ambulances and steamboats, as well as railroads, were used in transporting the wounded soldiers of whom the Commission assumed charge. Its workers closely followed the army and began their work of mercy before the battles were even ended. During the course of the war, the loyal people of the Union states contributed $15,000,000 in supplies and $5,000,000 in money to the Sanitary Commission. Those were enormous sums for that period.

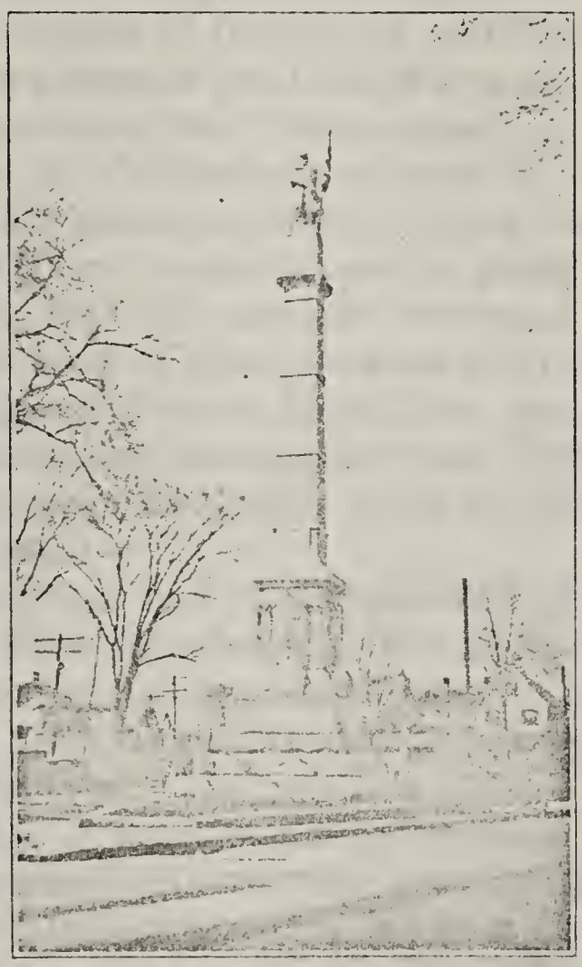
Another great relief agency, which had its origin on the shores of the Hudson, was the United States Christian Commission, which was suggested by Vincent Collyer, an artist of New York City. This Commission raised $6,000,000 in money and supplies.

In 1862, Horatio Seymour, of Utica, was elected Governor of New York State.

On January 1, 1863, President Lincoln issued the Emancipation Proclamation which eventually ended slavery in the United States.

In 1863, President Lincoln ordered the first draft. The draft began in New York City on July 13, 1863. Riots broke out that day and lasted for three days. The mob was particularly violent toward the colored population. A thousand people were killed or wounded in the Draft Riots; 50 buildings were burned, many stores and dwellings were plundered and $2,000,000 worth of property was stolen or destroyed. The city police, supplemented by troops, finally ended the outbreak.

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CIVIL WAR MONUMENT, PEEKSKILL



Early in 1863, the Union League Club was formed in New York City for the purpose of giving support to the National Government.

In 1861, John Thompson, a financier of New York City, proposed a national paper currency and the formation of national banks. In February, 1863, Congress enacted a law putting Mr. Thompson's plan into effect. Again a citizen of the Hudson River's shores figured in a great national measure.

The Union victories of Gettysburg and Vicksburg, in 1863, were the decisive battles of the Civil War and they did much to hearten the supporters of the Union cause.

A conspiracy of Confederate refugees in Canada to burn Northern cities was uncovered shortly before Election day, 1864. A force of 7,000 Union troops was sent to guard New York City. On November 25, 1864, the plan was attempted, when Barnum's Museum and a number of hotels were set on fire.

In 1864, Reuben E. Fenton, Republican, was elected Governor of New York, defeating Horatio Seymour, Democrat, who had done much to hamper the Union cause by his message to the Legislature in 1863.

During 1864, New York State furnished 161,604 men to the Union armies. From the enrolled militia of the State a National Guard was formed numbering 46,000 men.

On April 9, 1865, Lee surrendered to Grant at Appomatox Court House, Virginia.

On the evening of April 14, 1865, President Lincoln was shot and died the next day. His remains were brought to New York City on April 25, 1865, where they lay in state in the City Hall and thousands of people saw the martyred President. A great funeral procession was held in the city, which was the most solemn occasion the people of the metropolis had ever witnessed. The body of the late President was placed on a Hudson River Railroad train, which conveyed it to Albany, where it was placed in the State Capitol on April 26. Again, thousands of people viewed the dead Lincoln. The body was again placed on the funeral train, which went over the New York Central Railroad to Buffalo, from which city it was taken to the late President's home at Springfield, Illinois. All along the railways, on which the funeral train traveled, hundreds of thousands of people

gathered to watch the funeral cortege pass. The tragic death of Lincoln did much to solidify Union sentiment, following the close of the war.

The Hudson River's shores furnished a number of prominent Union commanders. Among them were Major Generals John Ellis Wool and George H. Thomas, and General Joseph B. Carr, who are buried at Troy; Major General Philip Sheridan, whose grave is at Albany; Major General Abner S. Doubleday of Ballston Spa.

Major General Doubleday was the creator of the modern game of baseball, in connection with which he is mentioned earlier in this work.

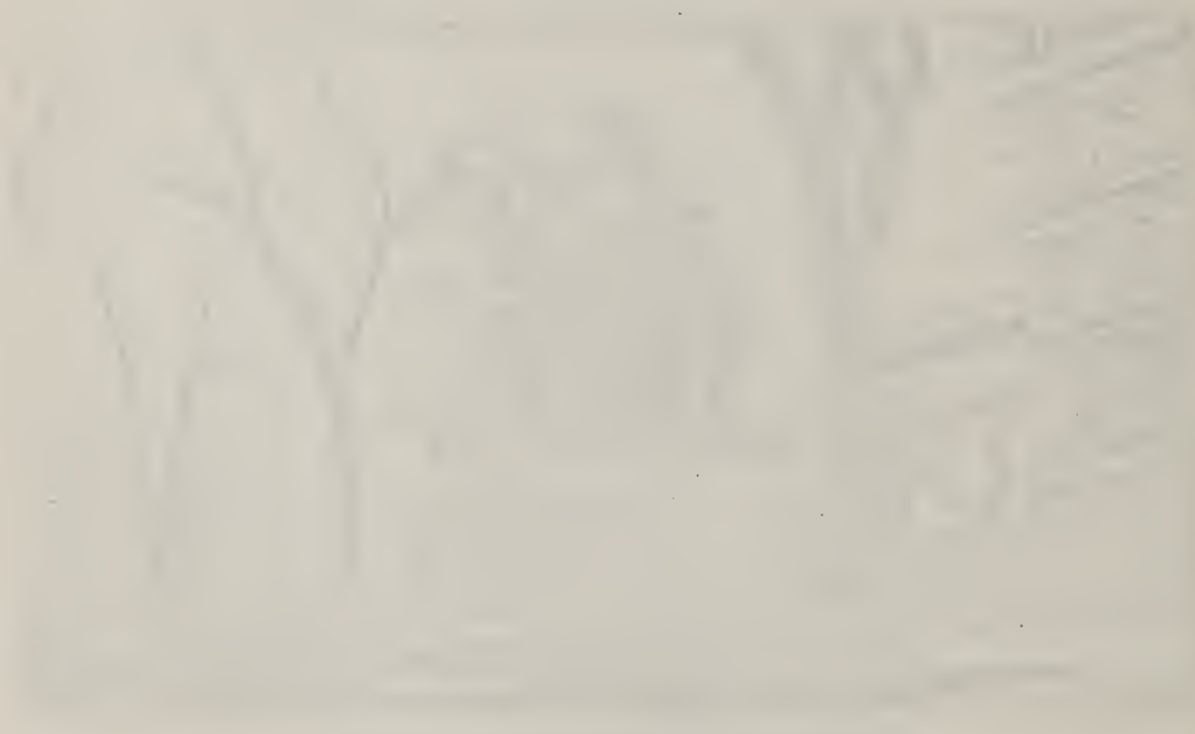
John Ellis Wool was born at Newburgh in 1788 and died at Troy in 1869. He started work as a bookseller in Troy, later studied law and, in the Spring of 1812, became captain of a military company raised at Troy. He served during the War of 1812-1815, and remained in the U. S. Army after peace was made. He became a brigadier-general in 1841 and served with bravery and distinction in the Mexican War, 1846-1848, being brevetted a major-general. General Wool was in command of the Eastern Department at the outbreak of the Civil War. His prompt action in getting a large force of National Guardsmen from New York to Washington in April, 1865, saved the National Capital from capture by the Confederates. He was commissioned a major-general in 1862 and commanded the expedition which took Norfolk.

Philip Henry Sheridan was born in Ohio in 1831. He was graduated from West Point in 1853 and was made a captain of the 13th Infantry in 1861. On May 25, 1862, he was made colonel of the 2nd Michigan Cavalry and, on July 1, 1862, brigadier-general of the volunteers. He was in command of the 11th Division on its advance into Kentucky. On August 7, 1864, he was appointed to the command of the army of the Shenandoah and, on November 8, 1864, he was made a major-general. He was with Grant on the march on Richmond and led in the pursuit of Lee's army. On March 4, 1869, Sheridan was made lieutenant-general. Sheridan is buried in Albany, where he was a resident, and a bronze statue of him on horseback stands in front



GENERAL PHIL SHERIDAN STATUE

This statue of the famous Civil War cavalry commander stands in Capitol Park, east of the State Capitol. General Sheridan was a native of Albany



of the Capital. Sheridan is regarded as a brilliant commander of cavalry.

George Henry Thomas was born in Virginia in 1816 and died at Troy in 1870. He was graduated from West Point in 1836; served in the Florida War (1840-1842), Mexican War (1846-1848), and the Seminole Indian War (1849-1850). He was made a captain of cavalry early in 1861, brigadier-general of volunteers in August, 1861, and major-general of volunteers in April, 1862. In 1862-1863, he commanded a corps of the Army of the Cumberland. His firm stand at Chickamauga prevented a Union defeat. Thomas commanded the Union Army, which defeated Hood's Rebel army before Nashville on December 15, 16, 1864. Thomas was made a major-general on March 3, 1865.

A sketch of Major-General Doubleday has been given in a previous chapter.

The Hudson River country supplied its due share of the thousands of men who went from New York State to the Union armies in the Civil War. It also furnished vast amounts of supplies and ordnance, arms and ammunition. The Watervliet Arsenal manufactured cannon and ammunition and Parrot rifled cannon and ammunition were made near Cold Spring for the Union armies. The Remington factories at Ilion also manufactured great quantities of arms and ammunition for the equipment of the Northern soldiers. The Remington breech-loading rifle was perfected in 1863, when 10,000 were made for the U. S. armies. Ilion is not in the Hudson River counties but it lies in the Mohawk Valley and it is therefore in the Hudson River watershed.

Naturally the development of the Hudson River country was generally at a standstill during the war. Many towns lost population. New York State's population decreased during the Rebellion. The State lost 49,000 population from 1860 to 1865, and New York City had 80,000 less in 1865 compared with 1860. The decrease was due to the men killed, wounded and living elsewhere in hospitals, soldiers who moved to other places after the war and the fall in the birth rate due to the absence of men at the front. Immigration also fell off during the period mentioned. After the war, the recovery in population was rapid between 1865

and 1870. The State's population in 1860 was 3,880,735. In 1870 it had grown to 4,382,759.

One of the great events in the Hudson River country, during the Civil War period, was the founding of Vassar College at Poughkeepsie in 1865 by Matthew Vassar, a brewer of that city. It is now one of the leading institutions for the education of women in the United States.

New York State's part in winning the war of the Revolution and the Civil War has never had its due historical recognition. New York State, or rather its Hudson River watershed section, was the key of the successful defense of the Thirteen Original States in the War for Independence. It was New York's great supply of men and materials that won the war for the Union in the terrible period from 1861 to 1865.

It is impossible to give the exact figures regarding the men furnished to the Union armies by the sixteen Hudson River counties but the number can be approximated.

There were 2,128,948 soldiers in the Union armies. In 1860, the population of the United States was 31,443,321. The population of the Confederate States was 7,312,027 in 1860, leaving a population of 24,131,294 for the Union States. New York State's population was 3,880,735, or over 16 per cent of total of the loyal states. As New York State furnished 473,443 of the 2,128,948 men in the Union armies, its proportion was over 22 per cent or nearly one-quarter of the Union forces.

The population of the sixteen Hudson River counties was about 40 per cent that of the State of New York in the period from 1861 to 1865 inclusive. On that basis, the Hudson River counties furnished about 190,000 of the men who formed the Union forces, or a little less than 9 per cent of the total. These figures show the great part which the Hudson River country played in winning the Civil War and saving the Union.

CHAPTER 78.

1865-1900 IN THE HUDSON VALLEY.

DEVELOPMENT OF MANUFACTURING AND INVENTIONS—GREAT IMMIGRATION INFLUX—1869, NEW YORK CENTRAL AND HUDSON RIVER RAILROAD FORMED—1869, COHOES MADE A CITY—1870, POPULATION OF 16 HUDSON RIVER COUNTIES, 1,817,499—1871, CORNERSTONE OF CAPITOL AT ALBANY LAID—1872, YONKERS AND KINGSTON MADE CITIES—1873, UNION UNIVERSITY CREATED WITH COLLEGES AT SCHENECTADY AND ALBANY—1879, FIRST SITTING OF LEGISLATURE IN NEW CAPITOL AT ALBANY—INCORPORATION OF HUDSON RIVER VILLAGES—1883, WEST SHORE RAILROAD COMPLETED—1886, ALBANY'S CIVIC BICENTENNIAL CELEBRATION—1889, CENTENNIAL OF WASHINGTON'S INAUGURATION AT NEW YORK CITY—1892, MOUNT VERNON MADE A CITY—1895, HARLEM SHIP CANAL COMPLETED—1896, WATERVLIET MADE A CITY—1897, RENSSELAER RECEIVES CITY CHARTER—1898, GREATER NEW YORK CREATED—1898, SPANISH-AMERICAN WAR—1899, ADMIRAL DEWEY'S TRIUMPHAL RETURN TO NEW YORK CITY AND CELEBRATION—1899, NEW ROCHELLE MADE A CITY—1900, INTERCOLLEGIATE ROWING RACES AT POUGHKEEPSIE BEGUN—1900, POPULATION OF HUDSON RIVER COUNTIES, 3,061,248.

The period, from 1865 to 1900, was one of the development of manufacturing and inventions in the Hudson Valley as well as in other parts of New York State. Practically all of the cities and many of the villages of the Hudson River country shared in this industrial and commercial growth. This time was also one of great immigration and consequent increase in population. Prior to this time, immigration had been comparatively moderate in volume. In fact, before the Civil War, the great majority of the population of the United States was composed of people who were descended from ancestors of Colonial days, that is of people who were resident in the United States prior to the Revolution. The great immigration of the period, from 1865 to 1900,

brought in a large foreign element which has now (1930) been largely assimilated and which is now largely American in its characteristics.

One of the outstanding features of the early years of this period was the passage, by the New York State Legislature, of a law making eight hours a legal day's work. It must be remembered that the basis of an enduring government rests upon legislation which provides the greatest good for the greatest number. In its legislation, New York State has always been progressive, leading the other states in many great measures adopted for the public good. Such legislation intimately concerns the Hudson River country, as Albany, the State Capital, is located on the shores of our historic river of National destiny.

A constitutional convention assembled at Albany in 1867 and continued its sittings into 1868. The amended constitution was rejected by vote in 1869, with the exception of that portion relating to election of judges by the people, which was adopted.

In 1867, the first Wagner palace car ran on the New York Central Railroad.

In 1868, Grant, Republican, was elected president over Seymour, Democrat.

In 1869, the New York Central and Hudson River Railroad was formed by the consolidation of the two roads. Their history has been given in a previous chapter.

In 1869, Cohoes was given a city charter.

In 1870, the Brooklyn Bridge was begun.

In 1870, the population of New York State was 4,382,759. That of the sixteen Hudson River counties was 1,817,499. The figures of each county follow: Albany, 133,052; Columbia, 47,044; Dutchess, 74,041; Essex, 29,042; Greene, 31,832; New York, 942,292; Orange, 80,902; Putnam, 15,420; Rensselaer, 99,549; Rockland, 25,213; Saratoga, 51,529; Ulster, 84,075; Warren, 22,592; Westchester, 131,348; Washington, 49,568. Total, 1,717,499.

In 1871, the cornerstone of the present Capitol at Albany was laid.

In 1871, Cartoonist Nast, of *Harper's Weekly*, and the *New York Times* successfully fought the Tweed ring in New York City, backed by the better class of the citizens.

Yonkers and Kingston received city charters in 1872.

The Hudson River counties had another unsuccessful candidate for President in 1872, when Horace Greeley, of Westchester County, was defeated by Ulysses S. Grant.

Union University was created in 1873 by the consolidation of Union College, Schenectady, with the Albany Law School, Albany Medical College, and Dudley Observatory of Albany. The Albany School of Pharmacy became affiliated with Union University in 1881.

In 1874, a compulsory education law was passed by the Legislature.

Again the Hudson River counties had an unsuccessful candidate for the Presidency, when Samuel J. Tilden, Democrat, was defeated by Rutherford B. Hayes, Republican. Tilden had residences in New York City and the Yonkers neighborhood.

In 1876, the Centennial of American Independence was made the occasion for a great Centennial Exposition at Philadelphia, which was visited by vast throngs of people who went there from all parts of the United States. Centennials of the Saratoga Revolutionary campaign were celebrated in New York State in 1877.

In 1878, the elevated railroad was built in New York City.

The New York State Legislature held its first sitting in the New York State Capitol in Albany in 1879, while the building was still in course of construction.

The following Hudson River counties villages were incorporated in the period from 1865 to 1880: Cambridge, Washington County, 1866; Coxsackie, Greene County; Schaghticoke, Rensselaer County; Warwick, Orange County, 1867; Port Chester, Westchester County, 1868; Chatham, Columbia County, 1869; Tarrytown, Westchester County, 1870; Unionville, Orange County, 1871; Upper Nyack, Rockland County; Irvington, Westchester County, 1872; Dobbs Ferry, Westchester County, 1873; Mount Kisco, Westchester County; Schuylerville, Saratoga County, 1874; North Tarrytown, Westchester County, 1875; South Nyack, Rockland County, 1878; Hastings-on-Hudson, Westchester County, 1879.

It will be noted, from the foregoing, that a number of villages in Westchester County grew to such an extent that they were incorporated in the period from 1865 to 1900. These villages

had railroad connections with New York and these incorporations indicated the growth of the city's suburbs.

The Brooklyn Bridge was opened in 1883.

The West Shore Railroad was completed in 1883. It had a great part in developing the villages and cities on the west shore of the Hudson River. Its history is mentioned in a previous chapter covering the Hudson River Railroad, the West Shore Railroad and the New York Central Lines. The West Shore was absorbed by the New York Central Railroad on January 1, 1886.

The period from 1865 to 1900 was one in which great inventions had their development, including the electric light, phonograph, telephone, typewriter, bicycle and automobile. The two latter were to have a marvelous effect in the development of the highway system of the Hudson Valley as well as that of the United States.

The State Capitol at Albany was practically completed in 1885.

In 1886, the Statue of Liberty in New York Harbor was dedicated.

In 1886, the City of Albany held a great bicentennial celebration of its chartering as a city. The occasion was marked by a most imposing parade.

In 1886, the present General Electric Company located at Schenectady.

In 1889, the Centennial of Washington's Inauguration was held in New York City with land and water parades.

In 1892, Mount Vernon became a city.

The Harlem River Ship Canal was opened in 1895.

Watervliet became a city in 1896 and Rensselaer also received a city charter in 1897.

Greater New York received its charter in 1898.

National Guard regiments of the Hudson River counties took part in the Spanish-American War in 1898, together with volunteers from the sixteen counties. In 1899, Admiral Dewey's triumphal return from Manila was celebrated in New York City by great land and water parades.

New Rochelle became a city in 1899.

In 1900 intercollegiate rowing races were inaugurated on the Hudson River at Poughkeepsie.

The following villages of Hudson River counties were incorporated in the period from 1885 to 1900: Granville, Washington County, 1885; Corinth, Saratoga County, 1886; New Paltz, Ulster County, 1887; Larchmont, Pelham Manor, Westchester County, 1891; Philmont, Columbia County, 1892; Hillburn, Rockland County, Pawling, Dutchess County, 1893; Red Hook, Dutchess County, Monroe, Orange County, 1894; South Glens Falls, Saratoga County, Washingtonville, Orange County, Mamaroneck, Westchester County, 1895; Suffern, Rockland County, North Pelham, Westchester County, 1896; Pleasantville, Westchester County, 1897; Bronxville, Westchester County, 1898.

Again, the growth of the Westchester County suburban towns show the development and growth of the New York City metropolitan district.

In 1900, the population of New York State was 7,268,894. The population of the sixteen Hudson River counties in 1900 was 3,061,248.

In 1900, the population figures of the Hudson River counties separately were as follows: Albany, 165,571; Columbia, 43,211; Dutchess, 81,670; Essex, 30,707; Greene, 31,478; New York, 2,050,600; Orange, 103,859; Putnam, 13,787; Rensselaer, 121,697; Rockland, 38,298; Saratoga, 61,089; Ulster, 88,422; Warren, 29,943; Washington, 49,568; Westchester, 131,348. Total, 3,041,248.

CHAPTER 79.

1900-1918—WORLD WAR—ELECTRIC, RADIO, AIRPLANE INVENTIONS—BARGE CANAL—DEEPER HUDSON—ALBANY SEAPORT.

AUTOMOBILE DEVELOPMENT AND IMPROVED HIGHWAY BUILDING—1900, ROOSEVELT, A NATIVE OF NEW YORK CITY, ELECTED VICE PRESIDENT—1901, TROY ENLARGED BY ANNEXATION OF LANSINGBURGH—1904, THEODORE ROOSEVELT DEFEATS ALTON B. PARKER OF ESOPUS FOR PRESIDENCY—1905, BEGINNING OF WORK ON BARGE CANAL—1909, HUDSON-FULTON CELEBRATION—1909, GLENS FALLS BECOMES A CITY—1910, CURTISS' AIRPLANE FLIGHT, ALBANY TO NEW YORK—1913, BEACON CREATED A CITY—1914, NEW YORK CENTRAL LINES—1914, BRONX COUNTY FORMED—1915, SARATOGA AND MECHANICVILLE BECOME CITIES—1900-1917, HUDSON VALLEY VILLAGES INCORPORATED—1914-1918, WORLD WAR.

The period, from 1900 to 1930, in the Hudson River country was principally featured by the World War, during the years from 1914 to 1918, and America's participation, 1917 and 1918. Lesser noteworthy features were the development of the automobile and the consequent building of a countrywide system of improved highways, hydro-electric power and transmission, the radio and the perfection of a practical airplane by the Wright Brothers and the growth of airplane transportation. Several bridges were also constructed over the Hudson River between New York and Albany. Some of these period features are covered in separate chapters in this work.

The other leading historical features of 1900-1930 period are briefly summarized in this chapter.

In 1900, William McKinley was elected President and Theodore Roosevelt Vice President of the United States, both being nominees of the Republican party. Roosevelt was a native of the Hudson River country, having been born in New York City, October 27, 1858. McKinley was shot by an anarchist assassin

at the Pan-American Exposition in Buffalo and died in that city on September 14, 1901. Theodore Roosevelt then became President. He was the second native of the Hudson River country to fill that office, Van Buren being the first. It is worthy of note that both of these presidents from New York State were descendants of its early Holland Dutch settlers.

In 1901, the City of Troy was enlarged by the annexation of adjacent territory.

The Presidential candidates in 1904 were both natives or residents of the Hudson River counties. They were Theodore Roosevelt, the Republican nominee, and Alton B. Parker of Esopus, Ulster County, the Democratic candidate. Roosevelt received 336 electoral votes to 140 for Parker. The vote in New York State was 859,533 for Roosevelt to 683,981 for Parker, a plurality for Roosevelt of 175,552.

The year 1905 marked a great event in the development of water transportation. In that year, work was begun on the Erie and Champlain divisions of the New York State Barge Canal system, which is described in a later chapter of this history. Following its opening in 1825, the Erie Canal formed the chief means of transportation of heavy freight to and from the Great Lakes region. This condition continued for a half century, after which the improvements in railroad transportation brought much of this heavy freight to the railroads. The small size of the canal boats and the use of animal motive power made it impossible for the canalers to profitably compete with the railroads for the freight business. Friends of the canals thereupon started an agitation for an improved and enlarged State canal system.

In 1892, State Engineer Martin Schenck made the first definite proposal of a Barge Canal. In 1899, Governor Roosevelt appointed a commission to study the subject. The commission proposed the enlargement of the Erie, Champlain and Oswego canals. It advocated deepening the Champlain and Oswego canals to a depth of 9 feet and of making the Erie division still deeper—so that 1,000-ton barges could ply its waters. The largest old Erie Canal boats were of 250 tons.

Following the commission's report, the Legislature appropriated $200,000 for a survey and estimates of the proposed

Barge Canal system. The report of the survey was submitted to the Legislature on March 15, 1901. Conflicting interests blocked further legislative action until 1903, when a bill was passed appropriating $100,592,993 for the canal system.

Work began on the Champlain division in April, 1905. Construction work started soon thereafter on the Erie and Oswego divisions. The canals of the new system closely followed the old routes, with the exception that the channels of lakes and rivers were followed wherever possible. This was particularly true of the Hudson and Mohawk rivers.

In 1909 a tercentenary celebration of the voyage of Hudson and a centennial of the voyage of the *Clermont* was held on the Hudson and at the Hudson River cities and towns. This was known as the Hudson-Fulton Celebration, with its chief observances in New York City, on New York Harbor and on the Hudson River at New York. The city's celebration was featured by great land and water parades which were viewed by millions of people.

In 1909, Glens Falls became a city.

Aviation in the Hudson Valley registered its first great achievement when Glen Curtiss flew from Albany to New York City, a distance of about one hundred and forty-five miles, in 1910.

In 1913, the City of Beacon was formed by the consolidation of the villages of Fishkill Landing and Matteawan.

In 1914, the New York Central Lines were created, embracing the New York Central Railroad, extending from New York City to Chicago, and the West Shore Railroad, running from Weehawken, New Jersey, to Buffalo, together with other railroad routes.

In 1914, the Borough of the Bronx of Greater New York was set off as a county.

In 1915, the cities of Saratoga Springs and Mechanicville were chartered.

The following villages of Hudson River counties were incorporated in the period from 1900 to 1917: Briar Cliff, Westchester County, Spring Valley, Rockland County, 1902; Pleasant Valley, Dutchess County, Tuckahoe, Westchester County, 1903; Rye, Westchester County, 1904; Highland Falls, Orange County,

1906; Elmsford, Westchester County, 1910; Ravena, Albany County, 1914; Scarsdale, Westchester County, 1915.

The period was marked by the great development of the metropolitan suburban communities in Westchester and Rockland counties.

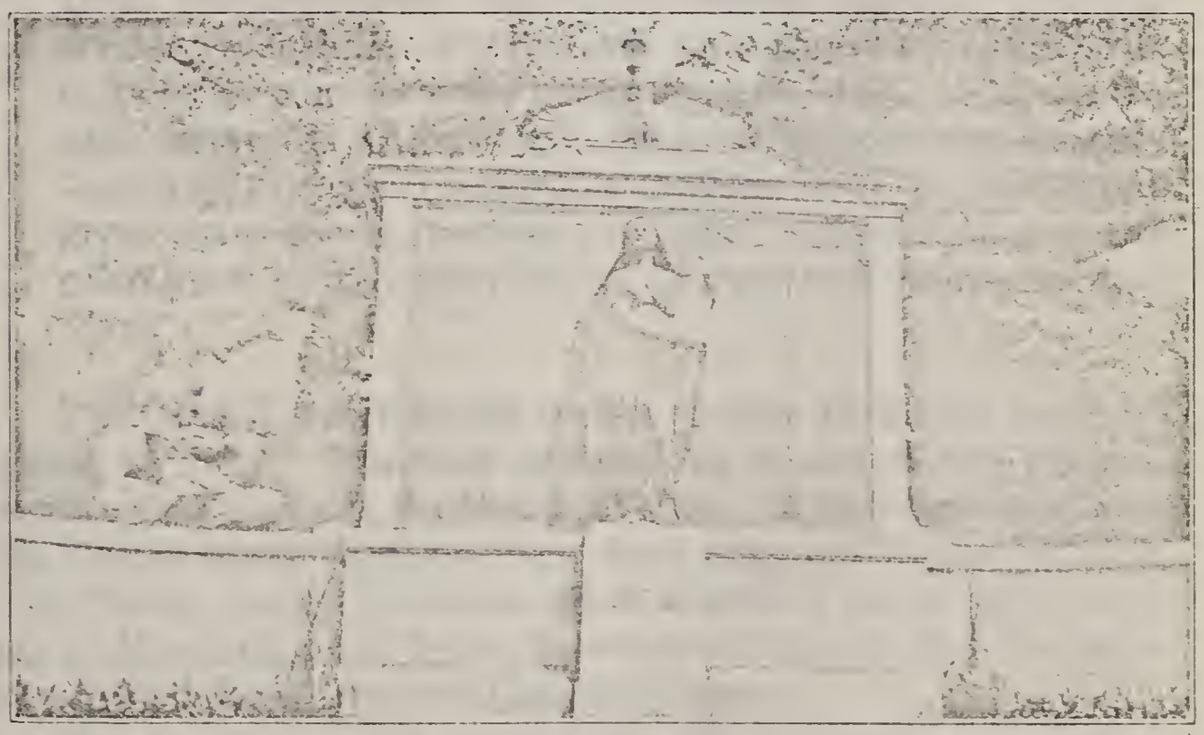
The beginning of the World War in 1914 profoundly stirred the people of the Hudson River country as it did those of all the northeastern Atlantic Coast states. The seriousness of the war was felt more acutely, by other regions of the United States, with the continuance of the conflict. From the beginning the New York City metropolitan district was particularly agitated by the terrific struggle overseas. This was the case both on account of the district's great foreign population and because the overseas commerce of the port brought its people more closely in touch with those of Europe than any other region of the United States.

In 1917, the United States entered the conflict and the people of the Hudson River country furnished their great proportion of men, money and materials—as in all the wars in which America has been engaged. The Hudson River figured greatly in this conflict as well as the great city at its mouth. The river and New York harbor formed a naval base and port of embarkation of United States troops. On the Hudson and over the railways and highways paralleling its shores, passed great numbers of troops, bound overseas or for southern training camps, and vast quantities of arms, ammunition and supplies.

New York State was a mighty power in the winning of the war for the Allies. Great cannon were made at the Watervliet arsenal, the Remington Arms Co. at Ilion produced vast numbers of rifles and the Savage Arms Co. of Utica made a great proportion of the Lewis machine guns which were used throughout the war by the English armies.

The total number of United States troops, including the Army, Navy and Marine Corps, who were engaged in the World War numbered 4,727,988. New York State furnished 489,608 of these, or 10.16 per cent. The next state in rank was Pennsylvania, which had 359,817 soldiers enlisted or 7.63 per cent. It is impossible to give the number of World War troops from the sixteen Hudson River counties except by an estimate.

The total World War losses of the United States troops were 318,203, including 62,668 who died of disease. Of New York State's troops, there were total casualties of 14,093. Of these, 12,444 are listed by counties. It is estimated that about 5,000 of these came from the sixteen Hudson River counties. This is approximately 40 per cent. of the total. On that basis, the Hudson River counties probably furnished about 195,000 men. However, it must be remembered that nearly 140,000 of these were from the counties of New York and the Bronx. It may be that approximately 60,000 World War American troops were from the fourteen Hudson River counties north of the line of Greater New York—that of Bronx County.



YONKERS WAR MEMORIAL
This handsome statue and monument stands on Upper Broadway in front of the City Hall



CHAPTER 80.

1917-1931—DEEPER HUDSON, ALBANY SEAPORT AND ALL-AMERICAN SHIP CANAL.

1917, CATSKILL WATER SUPPLY SYSTEM FOR NEW YORK CITY—1918, STATE BARGE CANAL OPENED—1930, COMPLETION OF DEEPER HUDSON SHIP CHANNEL, ALBANY TO HUDSON—1929, MUNSOMO, FIRST OCEAN-GOING SHIP LOADS AT ALBANY—1900-1930, HYDRO ELECTRIC DEVELOPMENT—1920, STATION 2XQ, SCHENECTADY, FIRST REGULAR BROADCASTING STATION—1922, WGY, GENERAL ELECTRIC CO. STATION, SCHENECTADY, GOES ON THE AIR—1929, ALBANY-CLEVELAND AIR MAIL SERVICE STARTED 1930, POUGHKEEPSIE VEHICULAR BRIDGE OPENED — HUDSON RIVER AUTO ROUTES—1924, STORM KING HIGHWAY—1930, POPULATION OF HUDSON RIVER COUNTIES, 4,563,459—1930, SACANDAGA RESERVOIR FILLED—ALL-AMERICAN SHIP CANAL PROJECT—MOHAWK RIVER, CHAMPLAIN-HUDSON AND ST. LAWRENCE RIVER SHIP CANAL ROUTES—SELKIRK RAILROAD YARDS AND CASTLETON CUTOFF AND BRIDGE OF THE NEW YORK CENTRAL LINES.

The Catskill water supply system of New York City was completed in 1917. This vast undertaking is one of the greatest engineering works in the Hudson Valley. It has been noted that the Croton water supply of New York City was opened in 1842. The Croton system furnishes about one-third of the water supply of Manhattan and Bronx Boroughs of New York. The other two-thirds comes from the Catskill system.

The Catskill supply comes from the Schoharie and Esopus watersheds in the Catskills. Both watersheds are parts of the greater Hudson River watershed. The Schoharie is a branch of the Mohawk River. The flow of the Schoharie River toward the Mohawk is intercepted by the Gilboa dam, which forms the Schoharie Reservoir with a capacity of 20,000,000,000 gallons. From the Schoharie Reservoir, the water is diverted through the

18 mile tunnel under the Shandaken mountain range, which divides the Schoharie and Esopus watersheds.

The Catskill Mountain water system cost about $187,500,000. It is a gravity system. The Schoharie watershed comprises 314 square miles and the Esopus watershed covers 257 square miles —a total of 571 square miles. This area can furnish about 585,000,000 gallons daily under normal rainfall conditions.

The waters of the Schoharie and Esopus are first impounded in the Ashokan Reservoir, which lies 14 miles from the Hudson River and west of the City of Kingston. It cost $30,000,000.

A tunnel carrying the water runs under the Hudson River at a depth of 1,114 feet below sea level which is approximately that of the river at this point—between Storm King Mountain, on the west shore, and Breakneck Mountain, on the east shore. It was necessary to cut the tunnel at this great depth in order to reach solid rock. In this Hudson River section the river's water lies on a great mass of silt and other unstable materials which occupy a deep cleft in the bed rock.

On the east side of the river, the Kensico Reservoir of the Catskill system is located about thirty miles north of New York City. The reservoir lies three miles north of White Plains. Fifteen miles south of the Kensico Reservoir is the Hill View Reservoir in the City of Yonkers. The terminal reservoir of the Catskill water supply system is the Silver Lake Reservoir on Staten Island. At the time of this writing (1930) a new $64,000,000 tunnel is to be constructed, from the Hill View reservoir through Bronx Borough, under the East River and through and into the boroughs of Queens and Brooklyn.

The total length of Catskill water delivery system, including its tunnels, is about fifty-six miles. The tunnel is cut in the solid rock from 200 to 750 feet below the level of the streets of the Borough of Manhattan. Of course, all of New York City's water is chlorinated.

In 1918, the State Barge Canal system was opened. It had considerable use by the U. S. Government for the transportation of World War supplies and small craft, such as sub chasers. The canal system is covered in another chapter in this work.

The period, from 1918 to 1930, witnessed the development of the Deeper Hudson shipway and the Albany port. Excavation

of the ship channel was completed in 1930. In 1929, the *Munsomo*, the first sea-going ship to load at the Albany port, took on cargo and sailed from the new seaport, 150 miles from New York Bay.

The Hudson River ship channel is 27 feet deep and extends from a point near the City of Hudson northward to Albany, where the port wharves and terminal railroad yards are located on the Rensselaer side of the Hudson River. Port docks and facilities are also located on the Rensselaer side of the river.

The period, from 1900 to 1930, was marked by great hydro-electric power and power company development in the Hudson Valley. The merging of great electric utility companies marked the years from 1925 to 1930, Hudson River hydro-electric development is covered elsewhere in this chapter.

Broadcasting and radio development at the General Electric Company's 'House of Magic" in Schenectady is also treated in another chapter.

The first regular radio broadcasting station in the United States was 2XQ, started by Union College students in 1920. Station WGY of the General Electric Company, Schenectady, first went on the air in 1922.

In 1929, the Albany-Cleveland air mail service began. In 1930, the route was lighted with beacons for night flying. North of Greater New York, aviation fields are located at Albany, Troy, Schenectady and Poughkeepsie, besides lesser flying fields elsewhere.

In 1930, the vehicular bridge at Poughkeepsie was opened to traffic with an interesting celebration. The Fort Lee Bridge in Manhattan Borough, was started in 1929. The Bear Mountain bridge was opened in 1928.

The highways of the Hudson River country are described in another chapter. One of the most famous roads is the Storm King Highway which is cut on the stone face of Storm King Mountain about 600 feet above the surface of the Hudson. This is probably the most remarkable scenic road in the northeastern United States. The Storm King Highway was opened to public traffic in 1924. Several of the magnificent views, obtainable from this great national route, are illustrated in this work. The Storm King Highway is United States Route 9 West.

The following Hudson Valley villages were incorporated in the period from 1918 to 1930: Grandview-on-Hudson, Rockland County, 1918; Menands, Albany County, 1924; Buchanan, Westchester County, 1928.

The 1930 population of New York State was 12,612,231. The population of the sixteen Hudson River counties was 4,563,459 and that of the counties separately was as follows: Albany, 211,632; Bronx, 1,266,734; Columbia, 41,680; Dutchess, 105,222; Essex, 33,931; Greene, 25,770; New York, 1,859,847; Orange, 130,318; Putnam, 13,728; Rensselaer, 119,759; Rockland, 59,529; Saratoga, 63,315; Ulster, 80,079; Warren, 34,171; Westchester, 516,744. Total, 4,562,459.

Westchester County showed a growth of 172,308 in ten years which clearly indicated the growth of that section of Greater New York's suburban district. Rockland County's gain of 13,981 in ten years was largely due to the same cause.

The population of the fourteen Hudson River counties, north of the northern boundaries of Greater New York, was 1,436,878 in 1930 as compared with 1,010,648 in 1900. This gain of 426,230 was largely accounted for by the growth of Westchester of 385,396 in the thirty years.

One of the greatest developments in the Hudson River counties, during the period from 1918 to 1930, was the creation and construction of the Sacandaga River Reservoir. This work created an artificial lake about as large as Lake George by the construction of a dam at Conklingville about five miles from the junction of the Sacandaga and Hudson rivers at Hadley. The lake was filled in the spring and summer of 1930. It is used for water storage purposes but it will also afford great recreational facilities during the winter as well as the other seasons. The lake occupies large portions of northwestern Saratoga County and northeastern Fulton County.

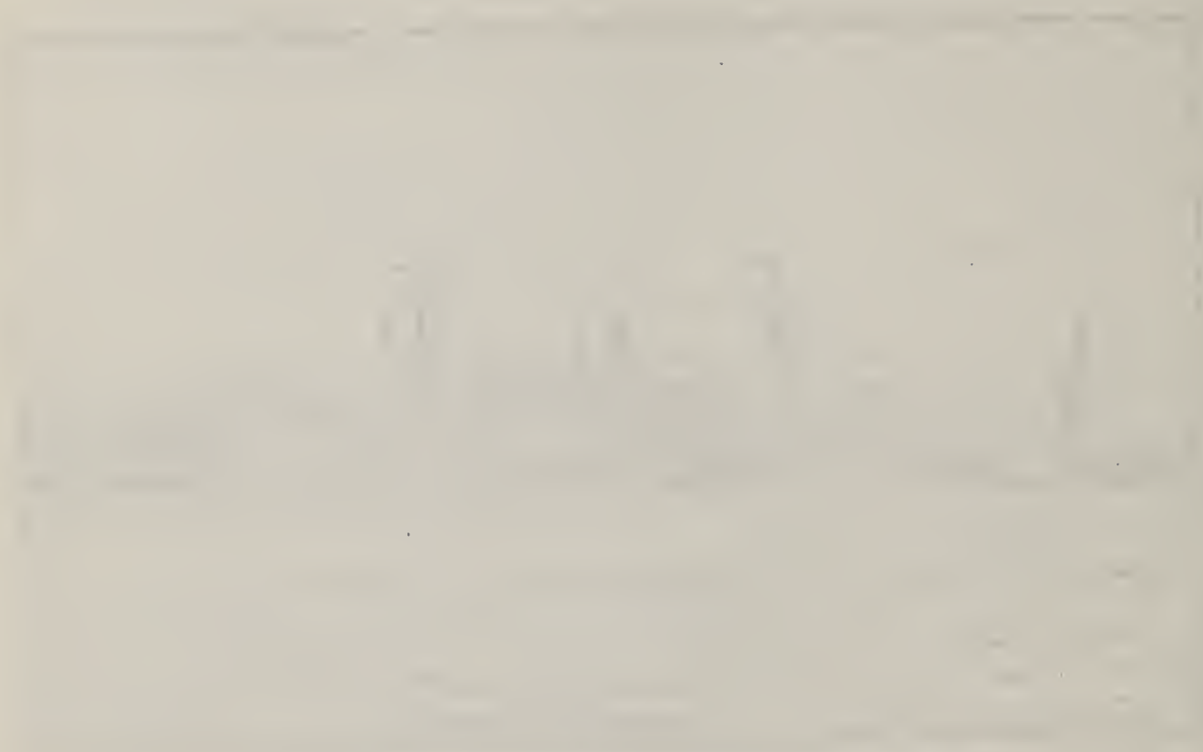
The outstanding matter, in the development of national waterways in recent years, has been the fight over the channel for a Lakes to Sea Ship Canal. The routes under consideration have been the St. Lawrence River, the All-American Ship Canal, by way of the Mohawk River, Oneida Lake and Oswego River to Lake Ontario; the Richelieu River, Lake Champlain, Upper Hudson route, known as the Champlain route. The St. Lawrence

735 736



FIRST BOAT TO LOAD AT THE PORT OF ALBANY

S. S. Munsomo taking on cargo of mill machinery at the docks on September 26, 1929. The machinery came by the Barge Canal from Utica and by railroad from Pawtucket, Rhode Island. It was bound for Gulfport, Texas. The Chamber of Commerce of Albany held a luncheon at the Ten Eyck Hotel, Albany, on the date of the loading



River canal has had the earliest promotion and it has secured tremendous support in the Middle West. The vast volume of hydro-electric power which would be produced by the dams on this route has given the project powerful support. At present, the probability of the development of this route is greater than that of the other two, largely because of the powerful political and business backing which it is receiving.

The All-American Ship Canal route has been declared practical following two surveys by U. S. Army engineers. Its cost would approximate $500,000,000, but it would serve the entire Atlantic and Gulf Coast and its use would be directly or indirectly available by about 75,000,000 American people. From the Oswego terminus of the proposed canal to New York City would be 1,600 miles nearer than by the St. Lawrence River route, from Oswego to New York. The All-American Ship Canal has had but little support and that almost entirely from New York State. The Mohawk Valley Towns Association, and many other organizations have gone on record, on a number of occasions, as favoring the All-American Ship Canal route as opposed to the St. Lawrence River route. This Association also favors the full and complete use and development of the present New York State Barge Canal system.

The 1930 Rivers and Harbors bill carried provisions for the acquirement of the New York State Barge Canal system by the U. S. Government, if the people of the State of New York endorse the transfer by vote in the 1931 election. Such provisions, however, stipulated that the canal system shall remain a barge waterway and not have development as a shipway. The Mohawk Valley Towns Association has conducted a campaign against such a transfer, claiming that it would forever make impossible the full development of the only waterway connecting the Great Lakes with the Atlantic Coast of the United States. The proposed transfer would also give government control of the Barge Canal reservoirs and other stream and lake sources of water supply. The Legislative Committee of 1931, which had the matter in charge, has postponed legislative action on the proposed referendum until 1932, in order to give this very big subject greater and more careful consideration. The committee held many public hearings on the matter in 1931. The subject of the

proposed transfer is probably the most important public question now before the people of New York State.

The Lake Champlain canal route is now being promoted by the Champlain Council, which is an association of the chambers of commerce of the Champlain Valley. Both the Council and its project are of recent development so that this route has not had the prominent promotion that the St. Lawrence and Mohawk River routes have experienced.

Naturally, the Mohawk River and Champlain routes would bring commerce and prosperity into the Hudson River country. The St. Lawrence River route would practically avoid all New York State territory, except along the State's shore of the river.

It may seem ridiculous to the average reader but it is not improbable that both the St. Lawrence River and a New York State ship canal routes will be created—probably within the next fifty years. The promoters of the All-American route claim that this is the only route over which the United States would have full jurisdiction in time of war as well as time of peace. The proponents of the route consider this an advantage, entirely aside from the fact that the Dominion of Canada is part of the British empire. A conflict between the two great English-speaking powers is inconceivable and altogether improbable.

The interests of the greater part of the people of New York State and all the interests of the people of the Hudson Valley lie in the construction of the All-American Ship Canal which would have seven-eighths of its route in the Hudson River watershed northward from New York City to Albany or Waterford and thence westward to Rome where the route would enter the watershed of Lake Ontario just west of the "Copper City."

The development of the Great Lakes to Sea ship canal or canals will be a matter of growing interest and importance. It is the most outstanding question concerning inland transportation in New York State.

The period covered in this chapter has also witnessed great railroad development in the Albany city district. The greatest New York Central Railroad improvement in the Hudson Valley has been the Hudson River Connecting Railroad or "Castleton Cut-off," as it is popularly known. This includes the high-level bridge across the Hudson River north of Castleton. This is one

of the greatest railroad developments and improvements ever constructed in the eastern states. Its total cost has been over $20,000,000. It was begun at the close of the World War.

The Castleton Cut-off Bridge was officially opened on November 24, 1924. The bridge is located about twelve miles south of Albany. The cut-off forms a connection between the New York Central Railroad Mohawk Division and the Hudson River Division and the Boston and Albany Railroad, by which freight can be run around Albany, where congestion, on account of the low-level drawbridge across the Hudson, which was often opened as many as forty times a day, and the heavy grade from the Hudson River level to the summit level at Karner, became at last intolerable from the point of view of railroad operation.

The western end of the Hudson River Connecting Railroad lies in Schenectady County. This part of the improvement is one of the largest and most modern freight classification yards in the country and that means, of course, in the world. The yards begin on the West Shore Railroad at Feura Bush and extend to Selkirk, a distance of about six miles. These yards are a third of a mile wide. Nearly three million cubic yards of excavation were required for the Selkirk yards. There are 61 tracks in the eastbound section and 72 tracks in the westbound section, with a total capacity of 10,760 cars. In addition, there are ample engine houses, and coaling facilities, a re-icing plant, stock yards and all the usual appurtenances of an important freight terminal.

Rerouting freight over easy grades, avoiding congested areas and taking classification work out of overcrowded yards at various points and concentrating it at Selkirk has greatly increased the capacity of the New York Central Railroad, including the speeding up of passenger traffic.

This work has traced the history and development of the great transportation system of the Hudson River country—railroads, waterways and highways—as well as the great national transportation artery which connects the Great Lakes and the Sea through the only low pass in the Appalachian mountain range. This pass was made by the age-long processes of nature in what are now the Hudson and the Mohawk valleys. The development of transportation on this low pass route has been most marked in the period from 1900 to 1930. Freight is now moved through

this national artery by railroads, highways and waterways. The demands of the future indicate maximum development of all three of these transportation means.

Another transportation factor, which may develop fast light freight movement, is aviation. The low pass mentioned is a national air route which is now used for the movement of air mail and airplane passengers. It will probably have the further development along the lines of light freight carrying.

No other important transportation artery in the United States promises such extensive or varied development as the New York-Buffalo route. Its future is sure to increase the prosperity and growth of both the Hudson and the Mohawk valleys, which comprise the Hudson River watershed.



OLD STONE MANSION, OSSINING



CHAPTER 81.

1918-1931—NEW YORK STATE BARGE CANAL, ERIE CHAMPLAIN DIVISIONS.

THE CHAMPLAIN DIVISION, OCCUPYING THE HUDSON'S CHANNEL, TROY TO FORT EDWARD—ERIE DIVISION ENTERING THE HUDSON AT WATERFORD—BOTH DIVISIONS TRIBUTARY TO THE ALBANY PORT AND PART OF THE HUDSON RIVER NAVIGATION SYSTEM—BARGE CANAL THE LINK BETWEEN THE GREAT LAKES AND TIDEWATER—BARGE CANAL MOVABLE DAMS—POSSIBLE WIDENING OF CHANNEL AND DEEPENING TO 14 FEET—SHIPS OF OVER 3,000 TONS THEN POSSIBLE—CANAL STATISTICS—1903, ERIE AND CHAMPLAIN DIVISIONS AUTHORIZED BY LEGISLATION, WITH $101,000,000 APPROPRIATION—1905, WORK BEGUN—1918, CANALS COMPLETED—RECORD OF TONNAGE CARRIED.

The New York State Barge Canal system is of great importance to the Hudson Valley and its people. The Champlain division lies entirely within Hudson River counties—Saratoga, Rensselaer, and Washington. Only a small part of the Erie division is bordered by any of these counties, which are parts of Albany and Saratoga. However, the Erie division is of the greater present-day importance, as it is the great east-west waterway and as it connects with the Hudson River ship channel at the Albany Port, thus forming the connecting link between the Great Lakes and tidewater in the Hudson at the Capital City. Two of the great dams of the Erie division—Crescent and Visscher's Ferry—are located on the Mohawk River but are bordered by Hudson River counties—Albany and Saratoga—and they are also situated comparatively close to the Hudson River and the great Albany-Troy-Schenectady municipal district. Another of the important Barge Canal works is the flight of locks at Waterford, at the junction of the Hudson and Mohawk rivers.

The following description, of the Barge Canal system, is taken from parts of a chapter on "The New York State Barge

Canal," by Hon. Dwight B. La Du, State Engineer and Surveyor in 1923 and 1924, which appeared in the "History of the Mohawk Valley—Gateway to the West," compiled by the author of this work and issued by the S. J. Clarke Publishing Company in 1925. It must be remembered that Mr. La Du's article was written in 1924 and that the Barge Canal improvements, which were then only suggestions, have since had much discussion. Since 1924, the Hudson River ship channel has been dug, the Albany Port is a reality and the Capital City has seen the beginning of ocean commerce at its doors. These epochal transportation improvements are of great importance with regard to the canal system. The Barge Canal has possibilities of development as a ship canal and the completion of the Deeper Hudson has created a 150 mile ship channel extending inland from New York Bay to Albany and the Barge Canal. If the control of the Barge Canal remains with the State of New York, then the deepening of its channel and other improvements, which were discussed by Mr. La Du, will probably be effected. Mr. La Du's article, in part, follows:

"From a historical point of view, there is interest in the fact that the bed of the Mohawk River was the channel for the first waterway improvement in the state and, in the further fact that, after a century of using an independent channel paralleling the stream, the new waterway of the Barge Canal has returned to the river bed. But this change is more than interesting. It measures, in one field, the progress of engineering science and it explains what are, probably, the most conspicuous features of the canalization in the whole valley, the movable dam. In the early days, engineers could not cope with river floods and so they built their canals upon the banks. Now, they can largely regulate the flow in streams and the movable dam is one of the instruments used. When the preliminary estimate for the Barge Canal was made, dams of the fixed type were proposed for the Mohawk, but, before construction began, more careful consideration showed that movable dams had to be substituted, if the problem of canalizing this river was to be solved properly. It was deemed advisable to avert the possible damages, which might result from damming permanently a stream that flows through a territory as highly developed and as thickly populated as the Mohawk Valley.

"In the Mohawk Valley are situated four noteworthy fixed dams, the largest structures on the canal. These are the dams at Crescent and Visscher's Ferry, built in forming the channel and those at Hinckley and Delta, constructed to impound supply waters in two great reservoirs. The Crescent and Visscher's Ferry dams are each nearly 2,000 feet long and have crest heights of 39 and 36 feet respectively. Power plants, to supply power for lock operation, were built at these dams early in canal construction but, later, additional and larger plants were installed for developing power for other than canal purposes. The Hinckley dam is 3,700 feet long and the reservoir, which it creates, holds 3,445,000,000 cubic feet of water. While the Delta dam is only 1,100 feet long, it is one of the highest reservoir dams in the country, having a maximum crest height of 100 feet above rock foundation. The Delta reservoir impounds 2,750,000,000 cubic feet of water.

"The whole length of the New York waterway system of Barge Canal dimensions, including intermediate and adjoining lakes and the Hudson River, totals a little more than 800 miles. All of this stretch has a depth of at least 12 feet. About 70 per cent of this length lies in river and lake channels and the standard width of such channels is 200 feet. The minimum bottom width in land line channels, earth sections, is 75 feet, the water surface width of such sections ranging from 123 to 171 feet. Land lines in rock have a minimum bottom width of 94 feet. The locks are 45 feet wide and from 338 to 343 feet long between gates. The lock chambers have an available length of 300 feet or 310 feet, if the curve at the upper ends is included.

"Before the Barge Canal was begun, very careful consideration was given to selecting the type of canal best suited to meet the situation. The principle underlying the selection, which was based on thorough studies of transportation costs, was that it is cheaper to ship by the boats best fitted to navigate their respective channels—ocean, canal and Great Lakes—even with the necessary transfer of cargo, than to ship all the way by either ocean or lake boats, which would thus be forced to sail through much of the voyage in a channel for which they are not best fitted. The reasoning was thought to be sound at the time and there appears little cause for reaching a different conclusion now [1924] but,

nevertheless, for several years, agitation has been rife for a ship canal between the Great Lakes and the ocean. For a time, in this recent agitation, the Mississippi was looked upon as the desirable route for this ship canal but, later, this idea gave way to a scheme for a channel in the St. Lawrence and now the Middle West is almost solidly behind an effort to have the United States coöperate with Canada in the latter project. Opponents of this plan are advocating enlargement of New York's waterway to ship canal dimensions, thus securing the same end through an All-American route.

"It may happen that, before any ship canal is built across the state, it will be deemed expedient to enlarge the Barge Canal to slightly greater dimensions. In that case, it is quite probable that the section of the Mohawk Valley will be the first to be considered. If the Hudson is deepened and ocean going boats reach Albany or Troy, a larger Barge Canal to the Great Lakes might easily follow. The route, by way of the Mohawk River, Oneida Lake and River and the Oswego River to Lake Ontario at Oswego would be the shortest. The builders of the Barge Canal took the precaution to plan for such an emergency, making provision for a possible enlargement of the new waterway up to certain dimensions without undue expense. By making bridge spans a little larger, placing excavated material back far enough and acquiring sufficient right of way, all of which could be done at small additional cost, provision was made for increasing the minimum bottom width. Also, it is possible to deepen the channel somewhat, say to 14 feet, without changing the locks more than to cut down slightly some of the sills. This arrangement would permit boats to load to full 12 feet draft, with a small clearance over the lock sills and would provide sufficient water in the channel under the keels to allow economical passage. Since both the widening and the deepening could be done without materially disturbing the canal structures, the cost would not be prohibitive.

* * * * *

"What such enlargement would mean in boat capacities may be seen by considering, for a moment, certain craft recently put on the canal. In the latter part of 1923, two boats [*Twin Cities* and *Twin Ports*] were placed in service, which were 258 feet long by 42 feet beam. The capacity of each at 12 feet draft is

3,000 tons. These boats have about the maximum width which is permissible in Barge Canal locks, but a length up to 300 feet, or slightly more, may be accommodated by these locks. Perhaps boats, utilizing the full length as well as the full width of the locks, may be used successfully but, even if these boats represent the maximum economic size, an enlargement, simply to make it possible for boats to load to full 12 feet and to pass similar boats in the narrowest channels, would, doubtless, mean a common use of this type of craft. It should be recalled that each of these boats has a capacity equal to a freight train of some 60 to 80 cars. It is significant, moreover, that these two boats are engaged in a traffic that extends the whole length of the Great Lakes and on the ocean, by way of the Barge Canal and the Hudson River, plying between Duluth and New York."

The following statistical tabulation gives some of the leading facts concerning the New York State Barge Canal system and its Erie and Champlain divisions:

Erie branch, length of canal, not including Hudson and Niagara River termini, 323.2 miles. Number of locks, 33. Oneida Lake, not included in above mileage, no improvement needed, about 19 miles. Spurs to Erie branch, Syracuse and Rochester harbors, 10.26 miles.

Champlain branch, length of canal, 61.5 miles. Number of locks, 11.

Oswego branch, canal, 22.8 miles. Number of locks, 7.

Cayuga and Seneca branch. Length of canal, including spurs at heads of lakes, approximately 27.3 miles. Number of locks, 4. Portions, needing no improvement and not included in above mileage, 65 miles.

Width of channel, land line, earth section, bottom minimum, 75 feet. Water surface, 123 to 171 feet.

Width of channel, land line, rock section, bottom minimum, 94 feet.

Width of channel, river line, bottom, generally 200 feet.

Depth of channel, land line and minimum river line, 12 feet.

Locks, length between gates, 328 feet. Available length, 310 feet. Width of chamber, 45 feet. Depth of water on sills, 12 feet.

Dams, new, 28. Old, with new crests, 6. Old, used without change, 5.

Bridges, 199.

Boats, capacity, utilizing full lock width, about 3,000 tons. Boats, built for two to pass in most restricted channel and for two, traveling tandem, to be locked at one lockage, about 1,500 tons.

Authorization of work. Erie, Champlain and Oswego canals, chapter 147, laws of 1903. Authorization of work. Cayuga and Seneca Canal, chapter 391, laws of 1909. Appropriation, Erie, Champlain and Oswego canals, $101,000,000. Appropriation, Cayuga and Seneca Canals, $7,000,000.

Construction work began: Champlain Canal, April 24, 1905; Erie Canal, June 7, 1905. Canal opened, 1918.

The annual carrying capacity of the Barge Canal is in excess of 10,000,000 tons, with the present dimensions. Traffic on the waterway system is constantly increasing and 1930 saw a great increase in tonnage. New boats are constantly building and nearly every year sees some great company launching a fleet to carry on commerce over the Barge Canal. The possibilities of the State waterway system are great and it is probable that its future will witness important developments.

The total cost of the New York State canals to date (1931) is $175,000,000.

Following is the record of tonnage carried on the Barge Canal, from its opening in 1918 until 1929: 1918, 1,159,270; 1919, 1,238,844; 1920, 1,421,434; 1921, 1,270,470; 1922, 1,873,434; 1923, 2,006,284; 1924, 2,032,317; 1925, 2,344,013; 1926, 2,369,-367; 1927, 2,581,892; 1928, 3,089,998; 1929, 2,876,160.

In 1930, the canal system carried more than 3,600,000 tons.

CHAPTER 82.

ALBANY PORT AND DEEPER HUDSON.

ALBANY PORT DISTRICT COMMISSION—PORT DISTRICT EMBRACES CITIES OF ALBANY AND RENSSELAER—STATE LEGISLATION OF 1925 CREATES PORT AND COMMISSION—PORT DOCKS, STRUCTURES AND EQUIPMENT COST $10,000,000 FINANCED BY ALBANY AND RENSSELAER—DEEPER HUDSON COMPLETED AND OCEAN SHIPPING INAUGURATED IN 1931—THE PORT CONCERNS THE ALBANY-TROY-SCHENECTADY CITY TRIANGLE OF 400,000 PEOPLE—TROY'S GREAT PART IN PUSHING PORT PROJECT AND DEEPER HUDSON—1909-1925, HISTORY OF SHIP CHANNEL AND PORT PROMOTION—MARCH 3, 1925, PRESIDENT COOLIDGE SIGNS DEEPER HUDSON BILL PROVIDING 27 FOOT CHANNEL, HUDSON TO ALBANY—DETAILS OF THE DEEPER HUDSON CHANNEL—APRIL 8, 1926, CONSTRUCTION OF PORT OF ALBANY BEGINS—OCTOBER 10, 1929, OCEAN FREIGHT STEAMER MUNSOMO LOADS CARGO AT ALBANY PORT—250,000 TONS OF CARGO HANDLED AT PORT AND 700,000 TONS HANDLED IN PORT AREA IN 1930—PORT DETAILS — RAILROAD CONNECTIONS — GRAIN ELEVATOR PLANNED—PRIVATE DOCK AND TERMINAL DEVELOPMENTS—BARGE CANAL CONNECTION WITH THE GREAT LAKES—GREAT INLAND WATERWAY PORT PROPHESIED FOR ALBANY—ALL YEAR PORT—GREAT BUSINESS, COMMERCIAL, INDUSTRIAL AND POPULATION GROWTH EXPECTED FOR ALBANY PORT AREA—DEEPER HUDSON A LONG STEP TOWARD ALL-AMERICAN SHIP CANAL.

The Albany Port District Commission is a public body, which was directly responsible for the rapid development and early inauguration of the Albany port on an operating basis in 1931. The entire development of the Port of Albany, including docks, terminals, equipment and highway connections, facilities for the interchange of shipments and leasing of terminal storage and industrial space is in charge of the Commission.

The Deeper Hudson project was practically inaugurated by legislative enactment of Chapter 192, Laws of 1925, State of

New York, creating and establishing the Albany Port District. This legislation followed Federal authorization. The Port District embraces the cities of Albany and Rensselaer, together with all lands and water in the Hudson River, adjacent thereto. The law mentioned gave great powers to the Commission, which is composed of five members, four of whom are residents of Albany and one who is a citizen of Rensselaer.

The first Commission assumed office on March 27, 1925, and, upon the expiration of its tenure of office, the present Commission was appointed, on April 1, 1928.

Following were the members of the Commission, as of January 1, 1931: Peter G. Ten Eyck, chairman; Robert M. Chalmers, Dwight B. La Du, Thomas Fitzgerald, Charles H. Wenz. Mr. Ten Eyck's office, as Port Commission chairman, is (1931) at 74 Chapel Street, Albany.

The executive officers of the Commission, on January 1, 1931, were the following: Arnold G. Chapman, chief engineer; S. V. Folden, industrial traffic manager; Michael J. Powers, secretary; John C. Watson, attorney; Ernest P. Goodrich, consulting engineer.

Contingent upon the Federal approval of the Deeper Hudson project, was the establishment of the Port District with the specification that certain port facilities and freight handling equipment be provided, of which the estimated cost was about $10,000,000. The cities of Albany and Rensselaer obligated themselves to meet this requirement. Since the beginning of port construction, the Commission has strenuously promoted the work.

Following a comprehensive study of the nature and character of the probable prospective commerce of the port, a very complete plan was adopted. Under this plan, all operations, which have been approved by the Federal government, have been executed in coördination with the Federal project of deepening the Hudson's channel, so that both terminals and channel would be ready for the practical and complete inauguration of ocean shipping in 1931.

The following powers were given the Albany Port District Commission by the state:

To confer with the governing bodies and officials of the municipalities and those of the state and federal governments having to do with port facilities within and without the district.

To confer with railroad, steamship, warehouse and other officials with reference to the development of transportation facilities in the district.

To confer with the proper state officials as to means and measures for stimulating the use of the Barge Canal.

To formulate and adopt a financial, building and operation program.

To determine upon the location, type, size and construction of requisite port facilities, subject, however, to the approval of the secretary of war and the chief of engineers, United States Army.

To lease, erect, construct facilities for all purposes.

To contract with any municipality in the district for construction by the municipality of docks, wharves, terminals or warehouses.

To execute contracts and issue and sell obligations of the district within the provisions of the act.

To fix rates, charges and wharfage for the use of all port facilities, and collect them.

To operate and maintain the facilities.

To create and maintain a traffic bureau.

To change the comprehensive plan when occasion warrants.

To acquire lands outside the Port District by purchase or condemnation, and to sell, rent, improve and exchange the same.

To own and operate a railroad terminal.

To do all things necessary to make the Deeper Hudson project useful and productive.

Not only did Albany and Rensselaer work for the enactment of the Deeper Hudson project but the other cities of the Port region made united efforts to put the great work into effect. Troy, Cohoes, Watervliet and Schenectady got behind the Albany Port development and their efforts were largely responsible for final success. Indeed, without the efforts of many of Troy's most influential and progressive citizens it is probable that the project would not have succeeded, at least as early as it did.

While there may not be general popular appreciation of the fact, it is understood by transportation experts that the Hudson-Mohawk group of cities have interests in common and it is realized, by these same experts, that the Albany Port District must be eventually extended and developed to meet the general needs

of this great municipal triangle, which includes Albany, Rensselaer, Troy, Watervliet, Cohoes and Schenectady with a 1931 population of about 400,000 people. This has been called the Capital District, although residents of others cities sometimes object to the term. Therefore, the editor of this work has adopted the name of the Hudson-Mohawk municipal district, or cities district, for this important civic group on the Hudson River, on the Mohawk River and on the Hudson River at the mouth of the Mohawk. The chief points of this triangular municipal area are Albany, 7 miles from Troy, which is 12 miles from Schenectady, which is 15 miles from Albany.

Troy's part in the Albany Port development and the Deeper Hudson was covered in a comprehensive article, which appeared in the "Albany to the Sea" edition of the *Albany Times-Union* of August 29, 1930. It follows:

Since the early days of our nation, Troy has been famed far and wide as one of the staunchest of advocates for a Deeper Hudson and an inland waterway system from the Great Lakes to the sea.

More than a century ago, when New York state officially opened the original Erie Canal, Troy was one of the three cities to celebrate the event. New York, at the sea, and Buffalo, at the lakes, were the others.

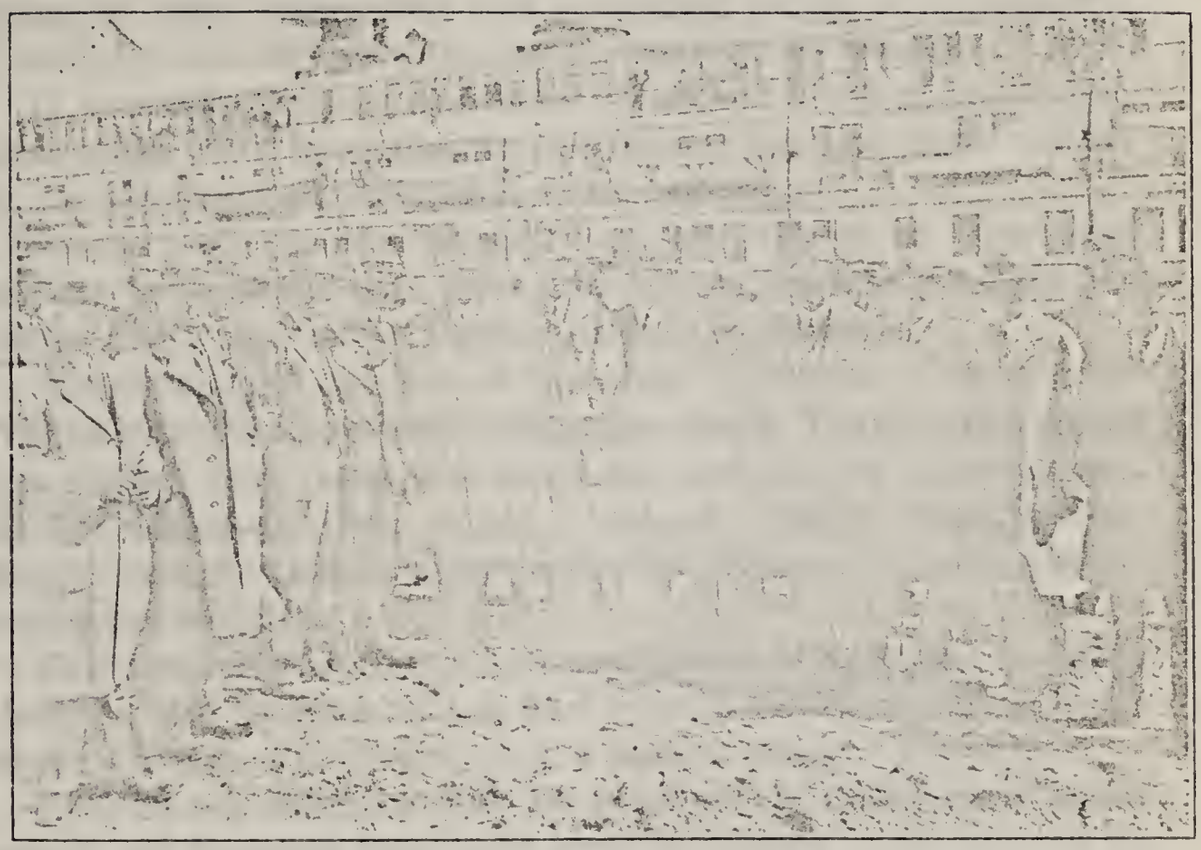
In the years since that time, Troy never has faltered in its determination to bring the sea to the head of tidewater, to the junction of the Erie, the Barge and the Champlain canals, located at its doors.

Disappointment after disappointment has met Troy's efforts, but they have not dulled its ardor nor lessened its vigorous campaigns. Undaunted, it still believes that it is only a question of time before the Deeper Hudson will be extended to its docks.

Leaders agree that but for Troy, there might be no Port of Albany today. L. F. Loree, president of the Delaware and Hudson Company, one of the many who fought for the deep channel, in a speech at Albany, expressed the public sentiment when he said in part:

"Albany ought never to pause in the effort to obtain the extension to Troy of the deeper channel, which, without the assistance of Troy, it would not have obtained for itself."

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ATLANTIC DEEPER WATERWAYS CONVENTION

Following trip of the route of the deeper waterway from New York to Albany, Thursday, September 19, 1929. Front row, reading from left to right: Wm. E. Fitzsimmons; Frank B. Graves; John C. Watson; Arnold G. Chapman; Thomas Fitzgerald; Judge Wm. E. Woollard; Secretary of Agriculture Hyde; Mayor John Boyd Thacher; Dwight B. La Du; Robert M. Chalmers; Peter G. Ten Eyck; Ernest P. Goodrich; Wm. J. Mullin; Wm. P. Davis. The following in the group are members of the Albany Port Commission: Thomas Fitzgerald, Dwight B. La Du, Robert M. Chalmers and Peter G. Ten Eyck, chairman.



It is interesting to note that, after years of continued fighting for the deeper channel, when a ray of hope was seen in 1923, the first meeting to organize for the efforts which resulted in the Port of Albany was held in Troy.

It also is interesting to note that it was at the request of Troy that a hearing was granted before the army engineers at Washington in 1924, when data was presented which, it is conceded, turned the tide and gave the deeper channel to Albany.

It was this occasion and those efforts of Troy of which Mr. Loree spoke when he so plainly pointed out the debt owed to Troy for the success of the Deeper Hudson campaign.

Second only to the intensity of the efforts of Troy and Trojans in the fight was the spirit of sportsmanship which has marked their part in the Deeper Hudson movement.

When the final decision of the army engineers to deepen the river only to the Greenbush bridge was made, Troy's hopes again were dashed, but those who had been seeking the improvement did not pause in their work. Instead, Troy's strength was thrown into the task to make sure that Albany, at least, should receive the benefits.

This sentiment of Troy was perhaps best expressed in 1924, when the city learned that it had lost its battle, by the present mayor, Cornelius F. Burns, then a former mayor, who said:

"We do not intend to kill the prospects of a Deeper Hudson even if our requests have been ignored to date. We will not be put in the position of refusing to play ball, just because we did not score in this inning."

Suiting action to these words, Troy carried on with renewed vigor, and fought just as hard to assure its sister city of success as it had to reach its own.

And so it was with other loyal Trojans who for years had made the Deeper Hudson to Troy their goal. The late William J. Roche was, perhaps, one of the most ardent supporters of the waterway plan. M. W. Shaughnessy, at the time president of the Chamber of Commerce, was another. E. Harold Cluett, who headed the committee which raised Troy's share of the finances of the battle, was still another, and Alfred E. Roche, commissioner of public works, furnished the expert technical data which did so much to sway the engineers at the Washington hearing.

As recently as 1909 boatmen had difficulty in bringing their craft to Troy. The boats bumped on the rocks between Troy and Albany, and Trojans continued, with renewed vigor, the fight for deeper channels.

Trojan waterway advocates toured the country in the interests of the project. Doring's Military Band and the Troy Vocal Society were taken along, and added enthusiasm to the conventions. Many distinguished men, devoted heart and soul to the city and its waterways, worked incessantly to bring about the improvements which meant so much to the river and to Troy.

In that same year, 1909, Troy delegates waited upon Congressman Alexander of Buffalo, who at that time was chairman of the committee on rivers and harbors of the House of Representatives, the first New York state man to hold that important post in twenty years.

Delegates placed facts before Mr. Alexander and showed him that in the 100 years up to that time, the government had spent only $5,000,000 on the river.

Congressman Alexander advised the delegates to see Colonel Black, head of the army engineers in New York, who was greatly impressed with Troy's arguments, but did not believe that anything could be done that year, as the time for making his report was drawing near. He was finally prevailed upon, however, to make a tentative report, and Congressman Alexander held up the waterways bill in the House for several weeks to permit the tentative report of Colonel Black to accompany an item of $5,000,000 for development of the river.

It was some years before the government became active, but the deepening of the channel during the following years was done under that appropriation of $5,000,000, which the efforts of the Troy delegation made possible.

Returning now to more recent years, brings the story to the reopening of the fight in 1923. Colonel Slattery had said that he was "open to conviction" on the Deeper Hudson question, and proponents of the scheme took action.

On September 10, 1923, at the Troy Chamber of Commerce offices, was held the first organization meeting which brought about the Port of Albany. It was at this meeting that Troy and

Albany leaders started the ball rolling and perfected the plans for the campaign.

It was suggested that Henry Ford, then engaged in planning his industrial development, might be able to aid in the project, and Mayor Burns, with Peter G. Ten Eyck and William E. Woollard went to Dearborn. There Mr. Ford gave an entire day, and put at their disposal his books and records. He promised all the coöperation possible, and true to his word, sent his representatives and engineers to Washington to the hearing later.

In October, another meeting was held. Former Congressman Ten Eyck of Albany was chosen chairman of the committee of citizens of Troy, Albany and neighboring communities, and G. Wray Lemon, secretary of the Chamber of Commerce of Troy, was named secretary. Roy S. Smith, then secretary of the Albany chamber, was named associate secretary, and E. Harold Cluett of Troy was named chairman of the financial committee.

Leading the battle as he had been since 1909, was Mayor Burns. It was he who marshaled the forces for the fight, swinging into the balance the support of Henry Ford, who was then mapping out his plan of industrial expansion for the Troy area, and it was he who personally led the forces at the hearings in Washington, at interviews with army engineers at New York, and who obtained the hearings at Washington when proponents thought the battle lost.

Committees were named to provide funds necessary to carry on, and others to secure the information needed. This included figures showing the volume and character of freight moving through Troy and Albany, of the volume originating in the district, all proof of the contention that a deeper channel would be a step in the right direction in the development of the Barge Canal for passage of ships through to the Great Lakes.

It was feared, in October, 1923, that there was not sufficient time to present a sound case for the Deeper Hudson at the then pending session of Congress. Colonel Slattery, while expressing regret, strongly advised against presenting "half-baked proof," declaring that it would be far worse than waiting until the following year, so as to provide adequate proof. This fear of delay served to speed up the work of the committee and of Ernest P.

Goodrich, in charge of the preparation of the survey for the presentation.

Up to this time the movement had been progressing in a manner satisfactory to all interested. But following closely upon the unconfirmed report that Colonel Slattery would approve the project and recommend to the army board that a 27-foot channel be dug to the Federal dam at Troy, came rumors that the army engineers would recommend deepening the channel only to Albany.

In January, 1924, a meeting took place at the Troy Chamber of Commerce offices, and representatives of Troy, Schenectady, Watervliet, Mechanicville, Cohoes, Green Island and Waterford went on record as being willing to back to the limit the stand of the executive committee of the Deeper Hudson project in favor of carrying out the original plan, namely "to bring a Deeper Hudson to the communities of the Mohawk and Hudson valleys, to the Federal dam at Troy."

The Troy Chamber of Commerce at a special meeting of its directors, reviewed the situation and unanimously endorsed the position taken. Senator William T. Byrne and Assemblyman John A. Boyle of Albany introduced into the legislature resolutions asking Congress to authorize and provide for an appropriation for deepening the Hudson to the Federal dam at Troy. The senate and assembly adopted the resolution.

But in spite of this action Colonel Slattery announced that he could not conscientiously recommend the deepening of the river beyond the Greenbush bridge. He stated the cost of the rock excavating would be many millions more than necessary to bring the deeper channel to Albany, and that the cost of bridge elimination and tunnel construction would be far in excess of the business at the new port.

A demonstration of Trojan enthusiasm and solidarity was made at a mass meeting in the common council chambers on January 18, 1924, called by Mayor Burns. Col. Slattery told the assemblage he had no desire to injure Troy or any municipality north of Albany. It was his experience, he said, that benefits from such a project came to communities six to ten miles away from the main undertaking, and that Troy and other com-

munities would benefit just as much even if the channel was stopped at Albany.

He further declared that the entire project stood a better chance because of the smaller sum involved by deepening only to Albany, and added:

"I am recommending this to save the whole project. A request for a deeper channel to Troy will be turned down, while the project to Albany has more than a good chance of meeting with success."

Despite the failure to budge Colonel Slattery from his conviction, Troy proponents declared there would be no let-up in the effort to bring the deep channel to Troy. The mass meeting was scarcely over before plans were begun to continue the campaign. A Deeper Hudson demonstration in Washington was outlined, which would give the city the opportunity of presenting data to prove the need of carrying the deep channel to Troy. Meanwhile, the late William J. Roche had drafted the Port Area and Commission bill, and to John P. Ryan, then representing Rensselaer County in the state senate, was accorded the honor of introducing it in the legislature.

On the last day of January, 1924, the report of the Technical Advisory corporation was made public, with a statement by Mr. Ten Eyck that the case "is proved for a 27-foot channel to the Federal dam in Troy."

For a time there was little word of the project. Proponents continued their efforts, and finally, at the request of Troy, the hearing at Washington was announced for April 22, 1924. At that time delegates from Troy and Albany appeared before the United States Board of Army Engineers.

Mayor Burns' efforts in obtaining supporters for this hearing had brought, among others, E. J. Liebold, Gaston Plantiff and W. B. Mayo, personal representatives and engineers of Henry Ford, who told the engineers that it was because of the possibilities afforded by the Deeper Hudson development to the Federal dam at Troy that Green Island had been selected as the site for his center of activities. The Ford representatives provided a great deal of data which played an important part in the decisions of the engineers.

Other speakers included L. F. Loree, president of the Delaware and Hudson Company; James A. Burden, of the Hudson Valley Coke and Iron Company; former state Senator Henry W. Hill of Buffalo, president of the New York State Waterways Association, and A. E. Roche, whose presentation of data was the big factor in swaying the engineers.

It was at this hearing that Troy played such an important part that Mr. Loree later in Albany publicly announced:

"There is one final word that I should like to pronounce with all the emphasis that I can lend to it. The union of sentiment and effort exhibited by the people of the whole Capital District, in planning and obtaining the advantage that has been won, has been singularly farsighted. Particular praise should be accorded to the citizenship of Troy, which, foregoing its own immediate advantage, unselfishly allied itself with the people of Albany, worked shoulder to shoulder with them throughout, and made success possible.

"It is a debt to Troy which Albany should never forget, and Albany should take the first opportunity to reduce the obligation by the most practical and effective coöperation in furthering the interests of its generous neighbor in every possible way. Albany ought never to pause in the effort to obtain the extension to Troy of the deeper channel which, without the assistance of Troy, it would not have obtained for itself."

Finally, on January 2, 1924, General Beach, chief of the board of army engineers, recommended that a depth of 27 feet be provided as far north as the Greenbush bridge, and again the hopes of Troy were dashed.

Deeper Hudson advocates then planned their activities in Washington when Congress reconvened in December, 1924. The administration's program for rivers and harbors improvement was laid before the House by Chairman Dempsey, and included, among items totaling $53,000,000, one for $11,200,000 to deepen the Hudson for ocean going ships to Albany.

While conceding the futility of an attempt to amend the proposal to provide a 27-foot channel to Troy, Mayor Burns, in a conference with the executive committee of the National Rivers and Harbors Congress in Washington, started a campaign to force

through an amendment in the next Congress, in the event of the adoption of the pending bill.

The Troy Chamber of Commerce, on December 19, 1924, sent messages to 140 Chambers of Commerce in the state, urging them to lend all possible support to the Deeper Hudson bill in Washington.

On January 5, 1925, the project containing the provision of establishing a 27-foot channel to the Greenbush bridge was passed by the House. The Senate on March 1 passed the bill, and on March 3, 1925, President Coolidge signed it, ending the long fight.

Thus ended, for a time at least, Troy's long fight for a Deeper Hudson to its docks. The city and its citizens have never abandoned the idea, but are simply waiting for the opportune time to renew it with greater vigor.

* * *

The foregoing gives a clear exposition of Troy's great work in the promotion of the Deeper Hudson. There can be no question but that, eventually, the ship channel will be extended northward from Albany and Rensselaer to the State Dam at Troy.

Regarding the shipway to Troy, it is pertinent here to say that its extension to that city is logical because Troy is the head of tidewater and of natural navigation on the Hudson River. Troy is also the eastern terminus of the New York State Barge Canal, Erie Division, and the southern terminus of the Champlain Division. The Deeper Hudson to Troy is feasible, because United States Army engineers, after elaborate surveys, have declared the deepening from Albany to Troy practicable, the only objection raised being that of the added expense involved. Less than seven miles of deepening would be required to provide the 27-foot channel between Albany and Troy.

While the river bed, from Albany to Troy, is composed of bed rock it offers no insuperable engineering problems and, when the improvement is made, this important stretch will require little dredging and, therefore, far less upkeep than the section which has already been deepened, from Albany to Hudson.

The Deeper Hudson to Troy is essential because the present channel, which stops at the Albany-Rensselaer bridge, cannot and will not adequately serve the great Hudson-Mohawk munici-

pal district. Connection must be made with the Watervliet, Troy, Cohoes area, where the potential tonnage is probably as great as in the Albany-Rensselaer section.

Then too, the vast future traffic of the Barge Canal and its probable successor, the All-American Ship Canal, must have consideration. Therefore, the Deeper Hudson ship channel should have connection with the Erie Division of the Barge Canal, which begins at Troy and extends westward to Oswego on Lake Ontario and Buffalo on Lake Erie, thus serving the entire vast region of the Great Lakes, as well as affording an outlet to the Atlantic Ocean by way of the Hudson.

The extension of the Albany Port area northward, from Albany and Rensselaer to Troy, will benefit all communities lying on the Mohawk River, the Upper Hudson River and other Barge Canal regions, as well as those lying on the shores of the Great Lakes.

As previously stated, the Deeper Hudson channel extends from Albany southward to the City of Hudson, a distance of about 30 miles. The channel is 27 feet deep and 300 feet wide, in the earth cut sections, with a bottom width of 400 feet, in the rock cut sections. Engineers estimate that the 27 feet depth will float 85 per cent of the ships of the oceans of the world. Depending upon varying stages of the tide, the depth is from one to three feet greater than the statutory minimum of 27 feet below mean low water. The Hudson River Deeper channel provides a shipway from the waters of the Atlantic Ocean, in New York Bay, to Albany, 143 miles northward. The authorized cost of the Deeper Hudson channel was $11,200,000 with $300,000 provided for maintenance.

Construction of the Port of Albany was begun on April 8, 1926, following the authorization of the 27-foot channel. This channel was practically completed in 1930.

The first ocean-going vessel to load with cargo from the Port of Albany was the S. S. *Munsomo*, of the Munson Steamship Lines, which sailed on October 10, 1929, for Gulfport, Miss., with 2,400 tons of machinery. Part of this cargo came to Albany by barges sailing over the Barge Canal. Part of the shipment came by rail from Pawtucket, R. I., and from Taunton, Mass.

During 1930, nineteen ocean-going ships entered the Albany Port waters. The first inbound shipment, which arrived in an ocean-going ship at the Port docks, in that year, consisted of 3,400 tons of pulp wood from Chatham, New Brunswick, carried by the S. S. *Irland*, of the Danish-French Line. This ship docked on June 5, 1930.

About 250,000 tons of cargo were handled at the Albany Port in 1930. All this shipping was handled in advance of the completion of the 27-foot channel. The total shipping in the Albany Port area, including a large movement of petroleum which was handled at newly established terminals, aggregated about 700,000 tons during 1930.

The Port of Albany occupies waterfront territory along the banks of the Hudson in the cities of Albany and Rensselaer. It is free of bridge obstruction and is well situated for the operation and expansion of industry and commerce. The main portion of the public port territory occupies 201 acres of level land on the Albany side of the river immediately adjoining the docks. On the Rensselaer side of the river, 110 acres have been acquired for port purposes.

Ultimate port development will provide 7,900 feet of dock frontage of which 5,300 feet will be located on the Albany side and 2,600 feet on the east, or Rensselaer, side. All docks are on the quay, of concrete block construction on pile sub-structure.

There is adequate space for the terminal structures and industrial plants upon the flat land of the public port area, which has been filled and graded to an elevation of a mean level of 18 feet above the mean level of the Hudson River. This may be secured on lease from the Port Commission. Additional territory is available south of the port district.

Facilities for the full exchange of goods between ship and rail, with the most modern and efficient handling service and equipment are included in the Port Commission's program.

Immediately bordering either side of the Port District are the main line tracks of the New York Central, Boston and Albany, West Shore, and Delaware and Hudson Railroads. The main lines of the Rutland and the Boston and Maine railroads are interconnected through these lines with the Port territory.

Interchange of shipments is effected on the west side of the port, with the West Shore and Delaware and Hudson tracks, through the classification yards and dock front tracks of the Port terminals railroad. An identical arrangement is provided for the New York Central and the Boston and Albany railroads, on the east side of the Port area.

Construction of the initial rail facilities, on the Albany and Rensselaer sides, involves approximately five miles of switching tracks, including the dock front loading tracks, providing a complete rail movement through the Port territory. Full development will include at least fifteen miles of switching yards and tracks. Interchange of railroad cars, from one side of the Port to the other will be by float ferry. The Port Commission will own and operate the ferry, switching engines and the Port terminal railroad. Interchange and classification tracks have been developed by the Port Commission to assure the most efficient and rapid handling of cars and shipments. No cartage will be required between boats and cars.

During 1930, construction was completed of the first terminal building, Transit Shed No. 1, 500 feet long, of steel construction on concrete foundation. In the same year, construction was completed of 4,300 feet of dock front switching tracks, connecting with the Port classification yards and rail lines on the Albany and Rensselaer sides of the Port.

The complete facilities of the Albany Port will include: Grain elevator of 1,000,000 tons or 33,000,000 bushels yearly capacity; warehouses, transit sheds, cold storage, open storage yards, lumber terminals, railroad yards, loading devices, cranes, merchandise stalls, turning basin, car ferry, switching engines, fire protection, streets, sewers, water supply and such other facilities as are provided in the comprehensive plan of the Port Commission.

In 1930, approximately one mile of waterfront was under development by newly located oil companies, which are engaged in distribution by water, rail and truck. Large opportunities for industrial location are presented on each side of the Port area, within the public port property. Much additional territory is being made available for industrial waterfront location through the proposed construction of a new port highway and rail belt line southward from the city of Rensselaer. Deposits

of spoil, from the dredging of the Hudson River, have improved the lowlands bordering the river in the shipway region between Albany and Hudson.

Albany is one of the largest freight transfer points in the United States. The total capacity of the rail yards, in the Port territory, is in excess of 20,000 cars daily, with the annual interchange aggregating more than 1,000,000 cars. Railroad trunk lines, having national distribution, are brought directly to the docks over the Port terminal railroad.

The highways, which converge at Albany, are the principal trunk lines for the eastern United States, and will afford truck distribution to and from the Port development. The trading radius, within 20 miles of the Albany Port, includes 500,000 people. There are 30,000,000 people within 250 miles of Albany.

The New York State Barge Canal, Erie Division, forms a continuous water route extending for 1,500 miles westward, from Albany into the great industrial region of central and western New York and the Great Lakes region. The Hudson-Champlain canal connects Albany with Montreal by way of the Richelieu and St. Lawrence rivers. Self-propelled motor ships of from 1,500 to 2,000 tons, make unbroken voyages from the Hudson River through the canal to the Great Lakes ports of Buffalo, Toronto, Cleveland, Toledo, Detroit, Milwaukee, Chicago and Duluth. A voyage of a motor ship, from Detroit to the Hudson River, with a cargo of 1,550 tons of steel, was made in 5½ days in 1930. The Barge Canal fleet approximated 900 vessels in 1930. The number of vessels and individual tonnage capacity are constantly being increased. In 1930, the New York State Barge Canal system carried over 3,600,000 tons of freight.

Albany Port advocates expect that the port will become the entry port and gateway of the continent of North America. It is expected that economies will be effected because ships will be enabled to reach the head of navigation of the Hudson, and land distances, through this port to the interior, will be reduced.

The Albany Port will be operated throughout the year. Thus, it will provide continuous transportation economies for manufacturers, shippers and distributors, whether situated at coastal or interior points, both during the summer navigation season and after the close of navigation on the Great Lakes and Barge Canal.

Five main railroads, whose lines aggregate 20,500 miles, converge at the Port of Albany, providing complete rail distribution throughout the United States and Canada.

As the nearest all-year tidewater port of North America to the Great Lakes, the Port of Albany is the natural and logical outlet of the water-borne commerce of the Great Lakes, and the great hinterland of the Middle Atlantic States.

All ports of the United States and territories and all world ports, including 77 foreign countries, are accessible from the Port of Albany. Ocean rates to Albany will be those effective in the North Atlantic range. The all-year-open Albany Port will have an advantage over Montreal, which is closed by ice during several months. The Port of Albany will provide continuous export of grain during the winter period as well as throughout the season of the navigation of the Great Lakes.

Great business, commercial, industrial and population development is prophesied for Albany and Rensselaer because of the Port development. Since 1925, when the Deeper Hudson was authorized, 300 firms have entered Albany for manufacture, distribution and mercantile business. A growth of the Albany area is prophesied similar to that which Houston had following the construction of the ship canal connecting that city with the Gulf of Mexico. Roger W. Babson, the noted business statistician, in 1930, said: "I believe that, with the port a reality, Albany will become one of the biggest jobbing centers in the east—and it will become a great manufacturing city."

The port of Montreal and the port of Albany are both now seaports located inland. The advantages of the Canadian port have been greatly stressed. However, Albany is located much nearer Lake Erie than is Montreal. The Port of Albany is also 862 miles nearer the Atlantic ocean than is the port of Montreal.

Mayor John Boyd Thacher of Albany, has been one of the most influential and active of the promoters of the port project. Concerning the port, Mayor Thacher has said: "Our port is not merely a project of local interest, nor of state interest. Its development is of importance to the entire nation and to the shippers of many other nations. One of the great tasks now facing us is the selling of our port facilities to the country. We have the port, and a channel to the sea for ocean-going vessels, but we must let the world know that we have these things."

Other Hudson River cities are expecting great development because of the Deeper Hudson. The city of Hudson, at the southern end of the new channel, expects a large growth because of this national waterway improvement.

The New York State Barge Canal is available to about 70,000,000 Americans by coastwise routes and navigable rivers. The same condition would affect the proposed All-American Ship Canal and, in this way, it has such an advantage over the St. Lawrence ship canal route, which is not available for the coastal traffic of the United States, because the outlet of the St. Lawrence river into the Atlantic Ocean is situated hundreds of miles north of the Atlantic Coast of the United States. The All-American Ship Canal would have its outlet into the Atlantic Ocean from New York Bay at the most vital point for coastwise shipping. From Oswego, on Lake Ontario, it is 1,600 miles farther to New York City, by the St. Lawrence River route than it is by the New York State Barge Canal route. These are facts, in the Lakes-to-Sea canal projects, which have had little exposition by the promoters of the All-American Ship Canal.

The dredging of the Deeper Hudson channel and the creation of the Albany Port has been a great step toward the creation of an All-American Ship Canal, between Oswego, on Lake Ontario, and the Hudson at Albany. The construction of the shipway has brought the ocean 30 miles farther inland to a newly created port which is one of the greatest railroad freight distribution centers in America. It is closely adjacent to the huge Selkirk freight yards of the New York Central Railroad, which are described in another chapter of this work. In the carrying out of the All-American Ship Canal program, the dredging of the Deeper Hudson channel, from Hudson to Albany, would have been one of the prime essentials. This has now been accomplished and the Great Lakes and the Atlantic Ocean have been brought thirty miles closer to each other. The remainder of the distance will be covered eventually by the All-American Ship Canal, although its construction may be delayed for years by the seeming apathy of the people of New York State and the lack of appreciation of the advantages accruing from a great national shipway, which would bisect New York State and unite the waters of the Hudson River with those of Lake Ontario and the other inland seas, which are known as the Great Lakes.

CHAPTER 83.

1614-1931—HUDSON RIVER NAVIGATION—SLOOPS, SCHOONERS, STEAMBOATS.

THE HUDSON, THE GREAT TRANSPORTATION ROUTE OF THE HUDSON VALLEY FOR 250 YEARS—1614-1807, SAILING CRAFT, DUTCH SHIPS, "YACHTS," CANOES, DUGOUTS, SLOOPS AND SCHOONERS CARRY RIVER TRAFFIC—1807, "CLERMONT" INAUGURATES STEAMSHIP TRANSPORTATION ON HUDSON—1823-1825, CHAMPLAIN AND ERIE CANAL BOATS ON RIVER—BARGES AND GREAT RIVER TOWS—BARGE CANAL, DEEPER HUDSON AND ALBANY PORT—PROPOSED ALL-AMERICAN SHIP CANAL—ROMANCE OF SAILING DAYS—HUDSON RIVER "REACHES"—NEW YORK CITY'S WATER COMMERCE—OLD TIME RIVER CAPTAINS—HUDSON RIVER SLOOPS, THE GREAT TRAFFIC CARRIER FOR TWO CENTURIES—IRVING'S SLOOP VOYAGE TO ALBANY—THE EARLY ORNATE STEAMBOATS — WILLIS' DESCRIPTION OF STEAMBOAT TRAVEL IN 1840—1831-1931, HUDSON RIVER NIGHT LINE, NEW YORK, ALBANY, TROY—OLD TIME RIVER RACES—RATE WARS—NEW YORK TO ALBANY FOR TEN CENTS.

The Hudson River was the great highway of the Hudson Valley for 250 years. From the founding of New York City in 1613 and that of Albany in 1614, this great tidal stream carried the freight and passenger traffic of this important region. This transportation was borne in sloops for over two centuries while schooners were also employed somewhat toward the end of this period. In 1807, Fulton's *Clermont* inaugurated steamship traffic on the Hudson, but the sloops and schooners continued as important transportation factors on the river until after the mid-Nineteenth Century. In the early days of Dutch colonial occupation, Dutch ships and "yachts" sailed the Hudson, while canoes, dugouts and skiffs were also used for lesser transportation needs. Batteaux were utilized on the upper Hudson and on the Mohawk River.

The Hudson has always been part of the most important water route on the North American continent—that which traverses the lowest pass in the Appalachian Mountain range and which connects the waters of the Great Lakes with those of the Atlantic Coast of the United States. The Hudson carried the traveler by water from New York City to Albany, where a portage was made to Mohawk at Schenectady. The voyager then went west over the Mohawk River to present Rome, where a carry was made to Wood Creek, down which passage was made to Oneida Lake and thence through the Oneida and Oswego rivers to Lake Ontario at present Oswego. This was the great Lakes-to-Sea route followed by the Indians and the early Dutch settlers of the Hudson and Mohawk valleys. A similar water connection was made from the Hudson with the St. Lawrence River by way of Wood Creek, Lake Champlain and the Richelieu River.

The building of the Erie and Champlain canals, in 1823 and 1825, added canal boats to the vessels of the Hudson while the completion of the State Barge Canal system in 1918 added oil burning and steam motor ships to the craft of the river. Barges have been features of the Hudson's traffic since the early days of steam transportation. One of the great sights of the river is a flotilla of barges or canal boats towed by tugs. From ten to twenty freight boats are taken up and down the river in this manner.

While the Barge Canal has given great impetus to Hudson River transportation, the completion of the Deeper Hudson (from the City of Hudson to Albany, 30 miles) and the Albany Port, will undoubtedly add tremendously to the great tidal river's traffic and ocean freighters are now navigating the entire course of the Hudson between New York City and Albany, with a strong probability that this seaway will be extended to Troy before many years.

Yet, greater than all these developments and improvements in water transportation would be the construction of the proposed All-American Ship Canal, from Albany or Troy to Oswego.

All the foregoing progressive movements, accomplished or proposed, serve to make the Hudson River of today one of the most important arteries of commerce in the entire world. It is

at last recognized that the Hudson is an arm of the sea extending for 160 miles inland to Albany.

However much we may be interested in the Hudson's development of power-driven water traffic, the fact remains that the river's days of romance were those when fleets of sailing vessels dotted its waters. As before stated, the Hudson was then the main artery of commerce and transportation for the people of the Hudson Valley. The river highways were rough and unfitted for long hauls of passengers or freight. So the river sloop came to be the great carrier. The use of the river as a traffic route tended to bring the population of the Hudson River close to the stream. In the villages on the Hudson, houses were built near the docks and wharves and alongside the river. These quaint, century-old houses form attractive and picturesque sections of many Hudson River towns. Some of these interesting cottages are known today as "captains' houses," as they formed the residences of Hudson River boat captains.

Due to railroad competition, Hudson River traffic declined in the latter half of the Nineteenth Century but it is now experiencing a renascence and its future is most promising and probably replete with interesting developments.

This chapter treats of some of the attractive and interesting early features of sloop and steamship transportation on the Hudson River.

The old time Dutch skippers are said to have measured the Hudson by "reaches," counting fourteen of these between New York City and Albany. The first extended along the Palisades; the second covered the Tappan Zee northward to Haverstraw; the Haverstraw Reach was the third; then followed Seylmaker's Reach, Hoge's Reach and Vorsen Reach, which included the river through the Highlands. After that, was Fischer's Reach to Esopus (Kingston). Then followed the Claverack, Bacerack, Playsier, Vaste and Hunter reaches, extending to Kinderhook.

Edgar Mayhew Bacon's book, "The Hudson River," is a classic of its kind. One of the most interesting chapters of the work is entitled "The Passing of the White Wings." Writing in 1903, of the New York City river traffic, Mr. Bacon said:

"If one who knew the Hudson in his youth, should return, after half a century of absence, possibly the change that would

strike him most forcibly would be in the character of the shipping. Turning his eyes away from the tall buildings, he would expect to discover, in the river itself, some realization of old time memories. But, in spite of familiar lines and well-known contours, the aspect of the stream would be strange and new.

"He would, perhaps, be bewildered, while he could not fail to be impressed, by the spectacular display of steam craft of every description, from the smallest launch that darts shoreward from the side of some trim yacht or imposing war vessel to the ocean liners that move majestically from their piers and succeed in preserving an imposing dignity of demeanor, in spite of the hustling, bustling, rowdy tugs to whose escort they have been committed. The ubiquitous tug is the irreclaimable tough of rivers and harbors—a swaggering, cock-sure ruffian, who respects neither age nor rank. It will tackle an 'Olympia' with as little ceremony as it would take hold of a Yucatan tramp or a Duluth whaleback and would swing out an ocean greyhound with a sang froid that smacks of lese majeste. * * *

"The ferryboats—floating towns, that hurl themselves from side to side of the river, transporting populations—are the wonderful progeny of the little steam ferryboat that Col. John Stevens set afloat, between New York and Hoboken, in 1811. * * *

"The freighters find their way among the throng, some light and riding high, with the rusty red of their under hulls dropping sanguinary reflections on the waves; others ploughing deep. They carry a sordid, toil-worn air, as if to impress one with the fact that they have been buffeted by strange seas and moored beside unclean wharves under the equator.

"Among them all, is a barkentine, working her way through the press. One look is enough to identify her. The long, wooden stock of the anchor, that is catted at her bow, proclaims that she is from Nova Scotia or some of its English neighbors. By her course, she is probably bound to Rockland Lake for ice.

"Beyond an overdecked river side-wheeler, that sends a tidal wave to port and starboard as she goes and sets all the river rocking, is the trim, black hull of a foreign man-of-war at anchor. She has just arrived and her spars for the present seem

to be converted to laundry uses. A little farther upstream, some private yachts glitter with clean paint and resplendent brass.

"Everywhere there is life, motion, the expression of strength —but where is the picture that memory recalls of the old Hudson? Here is power, but at the expense of the romance, the poetry, may we say, the beauty and grace of an earlier day.

"What naval pageant can compare with the flight of the white wings that once were spread through all the sunlit reaches of the river, enchanted argosies that bore about them, if not the scent of sandal wood and musky odor of spice islands, at least an undefined suggestion of remote wharves and unexplored hamlets?

"From Burnet's Key and the old Albany Wharf and the market dock and fifty points and piers along the river shore, they put out with whatever wind Providence might send, be it favorable or unfavorable, for far-off villages along the Tappan Zee and Haverstraw Bay and even beyond the Highlands, as far as the navigable water flowed. * * *

"Before the days of the railroad and even for a number of years after that destroyer of pristine conditions had been established, there was hardly a village on the Hudson that did not own a fleet of from five or six to fifty or sixty sail. Even now, nearly half of the old men, in many a town along the river shore, answer to the title of 'captain,' the explanation, in each case, being that 'He used to follow the river.' Even the phrase has an old-time sound. Once, it was an acknowledged and even a proud profession to 'follow the river.' He who made the best runs and carried the biggest freights, without loss of either deckload or time, was counted a man among his fellow men. There are a few of them left—grizzled, keen-eyed, hard-fisted, broad-shouldered—a race by themselves, unhappily passing away—the men who 'followed the river.' They were, in many cases, the sons and grandsons of sires, who had browned in the sun and wind and shed the blood from their cracked fingers on the frozen sails and sheets of their craft long before Fort Washington had a name or Newburgh was anything more than a place that shipped excellent butter.

"They carried peltries and flour from Rensselaerwyck and Esopus and ran the dreaded gauntlet of the Highlands, saying their prayers in Dutch, when the awful shadow of the phantom

ship crossed their bows in the moonlight under Point-no-Point. From generation to generation, they transmitted the legends and secrets of boatcraft that no mere landsman can ever know and —never one among them all had the wit or the skill to put pen to paper and set it down for our delectation and his own enduring fame."

Bacon wrote his charming book in 1903, when the surviving river captains were then generally old men. At this writing (1931), the race has almost passed away. There may be a few octogenarians or nonagenarians, who once captained Hudson River schooners, but only a few. These vessels, in constantly decreasing numbers, continued to sail the Hudson up to about 1915 and the few boats were then generally engaged in carrying brick. Up to 1930, they had practically all disappeared from the river. In many cases, the sloop and schooner captains became captains of Hudson River steamboats and many of the old-time river captains also became prominent citizens of their communities and became connected with banks and transportation companies, following their retirement from boating on the North River of olden days.

Washington Irving had a love and appreciation for the Hudson River second to that of no man in its history. He wrote a description of a voyage, to Albany from New York in a Hudson sloop, which he took about the year 1800, when he was a boy. His story of this sail, which was probably an epochal event in his life, follows:

"My first voyage up the Hudson was made in early boyhood, in the good old times before steamboats and railroads had annihilated time and space and driven all poetry and romance out of travel. A voyage to Albany then was equal to a voyage to Europe at present and took almost as much time. We enjoyed the beauties of the river in those days. The features of nature were not all jumbled together, nor the towns and villages huddled one into the other by railroad speed, as they now are.

"I was to make the voyage under the protection of a relative of mature age, one experienced in the river. His first care was to look out for a favorite sloop and captain, in which there was great choice.

"The constant voyaging in the river craft, by the best families of New York and Albany, made the merits of captains and sloops matters of notoriety and discussion in both cities. The captains were mediums of communication between separated friends and families. On the arrival of one of them at either place, he had messages to deliver and commissions to execute which took him from house to house. Some of the ladies of the family had, peradventure, made a voyage on board of his sloop and experienced from him that protecting care which is always remembered with gratitude by female passengers. In this way, the captains of Albany sloops were personages of more note than captains of European packets or steamships at the present day.

"A sloop was at length chosen but she had yet to complete her freight and secure a sufficient number of passengers. Days were consumed in 'drumming up' a cargo. This was a tormenting delay to me, who was about to make my first voyage and who, boy-like, had packed up my trunk on the first mention of the expedition. How often that trunk had to be unpacked and repacked before we sailed.

"At length, the sloop actually got under way. As she worked slowly out of the dock into the stream, there was a great exchange of last words between friends on board and friends on shore, and much waving of handkerchiefs when the sloop was out of hearing.

"Our captain was a worthy man, a native of Albany, of one of the old stocks. His crew was composed of blacks, reared in the family and belonging to him, for negro slavery still existed in the state. All his communications with them were in Dutch. They were obedient to his orders, though they occasionally had much previous discussion of the wisdom of them and were sometimes positive in maintaining an opposite opinion. This was especially the case with an old grey-headed negro, who had sailed with the captain's father, when the captain was a mere boy and who was very crabbed and conceited on points of seamanship. I observed that the captain generally let him have his own way.

"What a time of delight was that first sail through the Highlands. I sat on the deck as we slowly tided along at the foot of those stern mountains and gazed with wonder and admiration at cliffs impending far above me, crowned with forests, with eagles

sailing and screaming around them; or listened to the unseen stream dashing down precipices; or beheld rock and tree and cloud and sky reflected in the glassy stream of the river. And then, how solemn and thrilling the scene as we anchored at night at the foot of these mountains, clothed with overhanging forests; and everything grew dark and mysterious and I heard the plaintive note of the whip-poor-will from the mountainside or was startled, now and then, by the sudden leap and heavy splash of the sturgeon."

The voyage of the *Clermont* in 1807, meant the end of navigation by sails on the Hudson. The voyage of Fulton's steamboat, from New York to Albany, is covered in one of the regular historical chapters of this work. For a century, the sloops and schooners continued to sail the waters of the Hudson in diminishing numbers until their final exit from the scene following the World War. Possibly a few still exist at the time of writing these lines.

Regarding early Hudson river steamboats, Bacon wrote, in his "Hudson River," as follows:

"When the sailing vessels had resigned their passenger service, as well as much of the freight traffic, to the new-fangled fire eaters that infested the river, a class of boats developed that never had their like on earth before and probably never will again. They came by the scores, monopolizing the business, until the advent of the railway. They were built for speed and were barbaric in their gorgeous display of gingerbread and gold. * * * Those great, resplendent, costly, comfortless, tasteless vessels, overloaded with ornament and magnificently vulgar, were the pride of the towns from which they hailed and each boat had its retinue of eager partisans, always ready to engage in a wordy warfare concerning the respective merits of their favorite and its rivals."

The first seven steamboats, which navigated the Hudson, were the following, with the year of their appearance on the river: *Clermont*, 1807; *North River*, 1808; *Car of Neptune*, 1809; *Hope*, *Perseverance*, *Paragon*, 1811; *Richmond*, 1813. The latter was the first craft to be built which bore a rudimentary resemblance to the modern Hudson River steamboats.

Some of the Hudson River boats had interesting histories and races between rival steamships were frequent. Rate wars were also common and, at one time, the fare, to Peekskill from New York, dropped to 12½ cents while that from New York to Albany reached the bottom limit of 10 cents!

Thomas Stanton, of present Watervliet (then West Troy) built a number of Hudson River boats, one of the most famous of which was the *Daniel Drew*, which carried the Prince of Wales (Edward VII) and his suite, from New York to Albany, when he visited America.

The Hudson River boats of today are the finest river craft in the world, and one may make the voyage between Troy and Albany to New York with great comfort and in good time. No one can truly know the Hudson River who has not voyaged over its waters.

The following is from an account of travel on a Hudson River steamboat by Nathaniel P. Willis, written in 1840:

"With most persons, to mention the Palisades is to recall the confusion of a steamer's deck, just off from the wharf with a freight of seven or eight hundred souls, hoping to 'take tea' in Albany. The scene is one of inextricable confusion and it is not till the twenty miles of the Palisades are well passed that the bewildered passenger knows rightly whether his wife, child or baggage, whichever may be his tender care, is not being left behind at the rate of fifteen miles in the hour.

"I have often flung my valise into the corner and, sure that the whole of my person and personal effects was under way, watched the maniform embarrassments and trouble that beset the uninitiated voyager upon the Hudson. Fifteen minutes before the starting of the boat, there is not a passenger aboard. 'Time is money' and the American, counting it as part of the expense, determines to pay only 'on demand.' He arrives on the narrow pier at the same instant with seven hundred men, ladies and children, besides lapdogs, crammed baskets, uncut novels and baggage for the whole. No commissioner in the world would guarantee to get all this freight on board in the given time and yet it is done to the daily astonishment of newspaper hawkers, orange women and penny-a-liners watching for dreadful accidents.

"The plank is drawn in, the wheels begin to paw like foaming steeds impatient to be off, the bell rings as if it were letting down the steps of the last hackney-coach and away darts the boat, like half a town suddenly slipping off and taking a walk on the water. The 'hands,' who follow their nomenclature literally and have neither eyes nor bowels, trip up all the little children and astonished maids in coiling up the hawser; the black head-waiter rings a hand-bell, as if he were crazy, exhorting 'Them passengers as hasn't settled step to the Cap'n's office and settle;' and angry people who have lost sight of their portmanteaus and selfish people, who will not get up to let the young gentleman see if his penny trumpet is under them, play a real life farce better than Keeley or Liston.

"A painted notice and a very fat black woman in the doorway inform the gentleman, who has not seen his wife since the boat started and is not at all sure that she is on board, that 'No gentleman is permitted to enter the ladies' cabin' and, spite of his dreadful uncertainty, he is obliged to trust to the dark Hebe to find her, among three hundred ladies, by description and amuses all the listeners with his inventory of her dress, features and general appearance. The negress disappears, is called twenty ways in twenty seconds and, an hour afterwards, the patient husband sees the faithless messenger pass with a glass of lemonade, having utterly forgotten him and the lady in the black bonnet and gray eyes who may be, for aught he knows to the contrary, wringing her hands at this moment on the wharf at New York.

"By this time, the young ladies are tired of looking at the Palisades and have taken out their novels, the old gentlemen are poring over their damp newspapers and the captain has received his fourteen hundred or two thousand dollars, locked up his office and gone to smoke with the black funnel and the engineer. The broad waters of the Tappan Zee open before the flying cutwater. Those, who have never been up the river before, think of poor Andre as they pass Tappan and Tarrytown, and those, who love gentle worth and true genius, begin to look out for Sleepy Hollow and the house of Washington Irving. It is a quiet little spot, buried in trees and marked with an old Dutch vane. May his latter days, when they shall come, find there the reverence and repose which are his due."

HUDSON RIVER NIGHT LINE

The Hudson River Night Line had its centennial in 1931. It is of interest to note that both the New York Central Railroad and the Night Line had their original establishment in 1831.

The Albany Times-Union of August 29, 1930, had the following regarding the 100 years of the Hudson River Night Line, which runs between New York, Albany and Troy:

Few companies have seen the vicissitudes of fortune that have been the lot of the Night Line, which represents a consolidation of the People's Line, operating to Albany, and the Citizens' Line, operating to Troy. From a small beginning in 1831, when the first boat left New York for Albany, a heyday of operation was reached in 1840 when there were more than 100 boats on the Hudson and it was not unusual for a single ship to take in $10,000 on a night's run. From that day until the day when competition from the railroads was felt the Night Line enjoyed unusual prosperity.

Charles W. Morse held control of the line when he entered prison in 1909 and regained control when he was released in 1913. By 1920 it had entered receivership. Six years under the direction of the courts were ended in February, 1926, when Colonel Carrington bought the assets of the company at a public auction, held in a snowstorm, for $4,200,200. The colonel contends that if fair weather had prevailed the price would have been considerably more.

During the past few years the line has attracted many thousands of motorists who travel on its boats with their cars. In 1927 for the first time a flat rate was established for carrying an automobile and the result was remarkably successful. The remedy had been discovered of how to meet the competition of the private autmobile which had seriously cut into the revenues not only of the Night Line but of virtually all of the railroads.

"Uncle Daniel" Drew organized the company in 1831 in opposition to the monopoly then enjoyed by Commodore Vanderbilt, who at that time was conducting a campaign to gain control of transportation on the river. The line when originally established was known as the People's Line and operated between Albany and New York. Shortly afterward, another line was

established operating between Troy and New York and known as the Citizens' Line. These lines continued to operate as single entities until 1903 when they were merged into the Hudson Navigation Company.

The Hudson River Night Line is the name which the public has come to know the line by, and which for all general purposes the company uses. The corporate name, however, is the Hudson River Navigation Corporation. The Night Line today enjoys the distinction of being the oldest river transportation company in the United States, and, with the exception of a few lines on the Rhine, Volga and Danube rivers it is one of the oldest steamship companies in the world.

Danied Drew, who is remembered today as a member of the old school of Wall Street, was one of New York's most picturesque characters.

After Drew entered the field against Vanderbilt he brought out the two most magnificent steamers seen on the Hudson. At that time there were fully twenty times as many steamers on the Hudson as there are now, and one of the most exciting events of the day in the lives of those who lived along the banks was to watch the steamboat races. Captains with the "sporting bug" would race their steamers often with disastrous results. It was a common occurrence for heavily crowded steamships to get in races and drive by their destinations regardless of whether the passengers wanted to get off or not. One writer tells of the perils of river travel in those days, and says many refused to take the boats because they could never be sure they would be allowed to get off at their destinations. The line's files reveal that at one time one of the company's steamers, the *Adirondack*, began racing above Yonkers. The captain's sporting blood was aroused and he determined to continue the race to Albany. The result was that he won the race to Albany, but all the furniture and woodwork on the steamer had to be sacrified to be used for fuel before the finish.

Just to show the trend of people's minds in those days—around 1840—the officials of the line declared that the captain was perfectly justified in burning the steamer's furniture in winning the race.

Somewhat before 1840 the line, as other steamship companies, was confronted with a general fear among patrons that the steam boilers would blow up. This problem was solved by placing the patrons on palatial barges which were towed on the river by the steamboats.

After 1840 prices began to drop, and the decline continued at such cut-throat speed that at one time it was possible to go from New York to Albany for only 10 cents. People using the river boats never knew from one day to the next what the price would be. A passenger might come to New York from Albany for a certain price, and two days later when returning he would be forced to pay an increased fare of two or three hundred per cent.

Among the former employes of the line will be found some of the most famous captains the Hudson has ever known.

HUDSON RIVER DAY LINE

The Hudson River Day Line celebrated a century of service in 1926. Abram Van Santvoord, who started this great and historic transportation factor of Hudson commerce, began operations in 1826 and the Van Santvoord family has been identified with the company ever since.

An advertisement of "The Steam Navigation Company" appeared in the New York City Directory of 1826. It operated the "safety barges" for passengers, *Lady Clinton* and *Lady Van Rensselaer*, which, like the freight barges also advertised, were towed by steamboats on the Hudson River between Albany and New York. On the steamboat, the fare, between the two points, was $1.00 and, on the "safety barge," it was $2.00. As is stated elsewhere in this chapter, people feared that the boiler on the steamboat might explode, and so the steamboat companies were compelled to install such passengers on a barge and tow it behind a steamboat. A. Van Santvoord was the "agent" of The Steam Navigation Company, with offices at 17 Coenties Slip, New York. His company was the direct forerunner of the Hudson River Day Line. Abram Van Santvoord's life history covers several interesting phases of water transportation in the Hudson watershed. He was born at Albany in 1784 and in 1798 he went to live with his uncle, John Post, who was the founder of Utica, as far as its

business and commercial antecedents are concerned. Post was a merchant who ran freight batteaux and passenger packets on the Mohawk River, which was improved by several locks in 1797. Van Santvoord succeeded his uncle in the transportation of goods and passengers on this river. He did business both in Schenectady and Utica, where, in 1806, he advertised that he had "commenced the storage and forwarding business to and from Schenectady, Albany and New York and any part of the Western country." In 1818, the forwarding business of Van Santvoord and Company was dissolved. Van Santvoord was president of the village of Utica, 1815-1816, and later mayor of Jersey City. As previously stated, in 1826, Abram Van Santvoord founded the steamboat company which eventually developed into the Hudson River Day Line. He died in 1858.

Alfred Van Santvoord succeeded his father in the business. In 1863, he organized "The Albany Day Line." In 1879, he and his son, Charles Townsend Van Santvoord, formed the "Hudson River Line." This corporation is identical with the "Hudson River Day Line."

In 1826, Thomas L. McKenny, an official of the Department of the Interior at Washington, made a trip up the Hudson on the *Lady Clinton*, one of the towing barges of The Steam Navigation Company. He wrote that it took him half an hour "to walk through this floating palace." He also grew enthusiastic over "the ornamental parts," the "fine band of music," "the immense dining apartment," the berths for sleeping and other features of this unusual craft.

The river boats of the United States have been designed on the model of those safety barges and they are among the marvels of marine engineering. The Hudson River passenger craft are the finest river steamboats in the world. It is astonishing that a great ship like the *Washington Irving*, 416 feet in length with five decks, should draw only eight feet of water. This boat used to navigate the former 12 foot channel between Hudson and Albany, prior to the creation of the Deeper Hudson. On an Atlantic liner of the largest size, such as the *Leviathan* or *Majestic*, the crew and passengers total about 5,000 people. The capacity of the *Washington Irving* is 6,000 passengers, outside

of the crew. The boats carry neither cargo nor ballast, yet they ride more steadily than a Pullman coach.

An examination of the construction of one of the Hudson River Day Line boats reveals interesting features of these masterpieces of marine engineering. The vast superstructure, 80 feet wide, is erected on a hull which is only 45 feet broad near the water line. The bottom of the boat is flat and drawn, like a shell, over a rigid frame which grips the ship's boilers and engines as in a vise. Exposed to view, these engines are a continual source of delight to the passengers, old and young. The uplifted cylinders draw in and drive forth pistons connected with a heavy crank shaft, so revolving the powerful paddle wheels. The day of the old "walking beam," oscillating aloft, is coming to an end. It has been found that sidewheels are more practicable and efficient for river boats of this type than stern screws.

Music has always been a specialty of the Day Line. One of the early boats had a calliope blown by steam. This was the *Armenia*, which was launched in 1847. A concert on this pipe organ used up so much steam that this loss of power proved the end of the instrument.

The Hudson River Day Line has had a rapid development. In 1900, its passenger capacity was 4,000. In 1926, it had grown to 28,650. The Line has a fleet of seven steamboats—the *Washington Irving, Hendrik Hudson, Alexander Hamilton, Robert Fulton, Albany, DeWitt Clinton, Chauncey M. Depew.*

The Hudson River steamboat of today has become one of the permanent features of New York State transportation. For years there was bitter competition between the steamboat lines and the railroads. However, today, there is coöperation between these water and land routes—an indication of future recognition of the complementary coöperation of all phases of transportation—by land, water and air.

CHAPTER 84.

HUDSON RIVER WATER POWERS.

By J. D. Whittemore.

FALLS AND RAPIDS IN THE HUDSON RIVER NORTH OF TROY, PRIOR TO BARGE CANAL CONSTRUCTION—PRESENT HYDRO-ELECTRIC DEVELOPMENTS OF 250,000 HORSE-POWER, WITH POSSIBLE DEVELOPMENT OF 500,000 HORSE-POWER—INTERESTING HISTORY OF HUDSON RIVER HYDRO-ELECTRIC POWER.

An early pioneer, voyaging up the Hudson River from its mouth, would have travelled upwards of 150 miles without noticing any appreciable change in the level of the stream and when he had reached the site of the present City of Troy, he would still have observed the effects of the ocean tides.

Beginning at Troy, he would have found a falls approximately 14 feet in height and, between there and Fort Edward, would have encountered seven other rapids or falls of moderate heights, varying from five to twenty feet.

From Fort Edward north, however, he would begin to experience real difficulty in continuing his journey by water since he would have to carry around a series of eight falls of which the lowest is 20 feet in height and the highest approximately 100 feet. As he traversed this stretch of the river, between Fort Edward and Hadley, he would undoubtedly be impressed with the potential water power resources.

At Hadley, the river divides with the main branch of the Hudson River proper still following a northerly course and changing its character from a large and fairly placid stream, except at the water falls, to one much smaller and much cut up with numerous rapids and falls. If his trip had been made in the spring time, he would probably have considered the water power possibilities of this branch of the stream, but had it been made in the late summer, or early fall, he would probably have found difficulty in following a channel deep enough to float even a modest sized boat and, contrary to the impression that might have been cre-

ated in the spring, he would not have given much thought to the water power possibilities.

On retracing his path to Hadley and turning up the Sacandaga River, he would follow a stream rapidly rising and one which is almost a continuous series of rapids, but which finally opens into a broad valley, beginning about six miles above Hadley and extending something over fourteen miles to the north and west. The northern limit of this broad valley is marked by the village of Northville; the western, by the village of Mayfield and the southern, by the village of Broadalbin. Had he been a man versed in water power possibilities, he could not have helped but observe the possibility of creating an enormous storage reservoir in this locality.

Possibly, in his exploration of the Hudson, he might have followed two of its major tributaries, the Hoosick River and the Batten Kill, and again assuming him to be "power minded," he would have found several sites of quite high head which might be developed into small water powers. Still further exploration would have led him up Fish Creek which empties into the Hudson River near Schuylerville and he would have found this stream to be a connection between Saratoga Lake and the main river with a medium sized falls fairly close to the mouth of the stream.

Only about a mile from its entrance into the Hudson, between present Cohoes and Waterford, our pioneer would have found the Cohoes Falls of the Mohawk River, with a height of 60 feet. The Mohawk is the greatest tributary of the Hudson.

What actually happened was that this survey of the Hudson River and its tributaries for power purposes covered a very long period of years.

Dams were built at various intervals of time and at more or less uncertain dates at Troy; two at Mechanicville; at Stillwater; at Thomson and at Fort Miller. All of these dams, or replacements thereof, are now in existence.

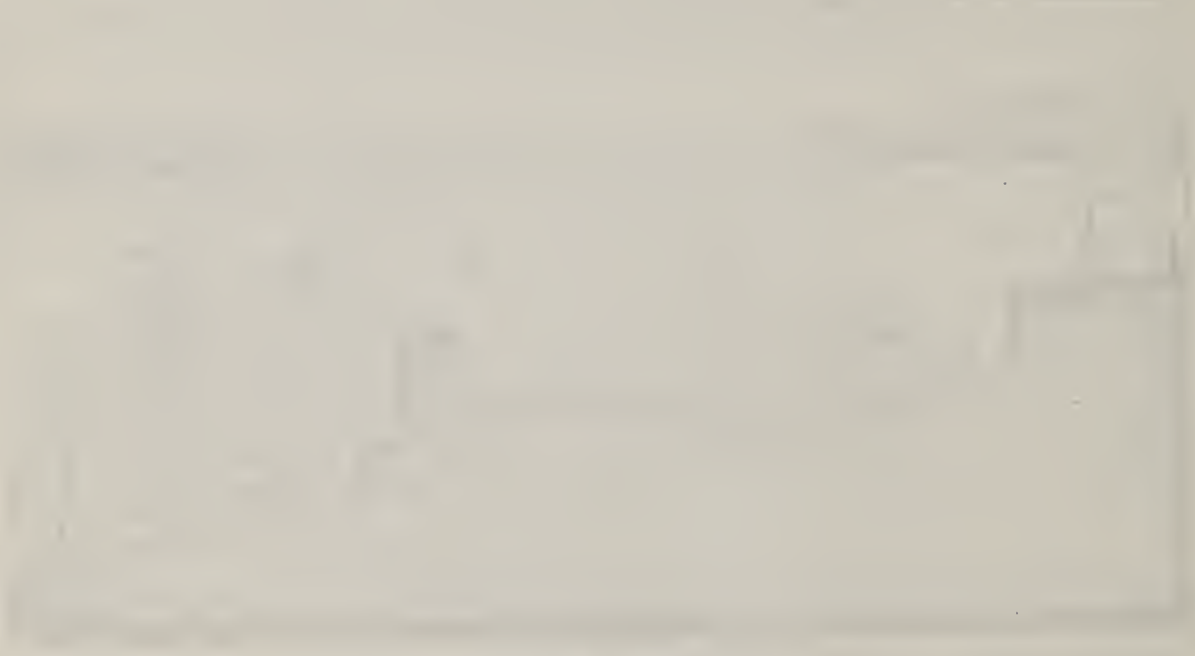
At Troy, the end of the Federal jurisdiction over the river, the Ford Motor Company has constructed a dam and a hydroelectric plant, built under Federal permit, to serve its factory.

At Mechanicville, there is now in service the first real hydroelectric development on the river—the so-called Mechanicville plant of the New York Power and Light Corporation. Although



COHOES FALLS

This photograph, of the Falls of the Mohawk River at Cohoes, was taken in the spring when an unusually large volume of water was coming down the stream. The cataract is sixty feet high and it formed one of the natural wonders of the eastern United States and was much visited in Colonial days. The falls are located less than a mile from the Mohawk's outlet into the Hudson River. The Falls of the Mohawk produce 55,000 horse-power in the hydro-electric power station below the cataract. Some of the buildings are seen in the foreground.



obsolete in design, this plant still operates and delivers approximately 3,000 horse-power of electrical energy into the general power system.

Next above this plant, is a partial development of the river used to serve the Mechanicville plant of the West Virginia Pulp and Paper Company, while, immediately above this plant, is a comparatively low dam located at Stillwater, but which is of considerable importance because it creates a long level pond of water extending for over fifteen miles. This pond forms part of the northern branch of the Champlain Division of the New York State Barge Canal and it also has a considerable potential possibility for smoothing out irregularities in the stream flow for the plants downstream.

At Thomson and at Fort Miller, are two other dams, at which the available head is used through plants designed and built to serve the paper industries there located.

The stretch of river beginning at Fort Edward, approximately eight miles above the last mentioned dam and extending for nearly thirty miles to Hadley, is that in which the most important hydro-electric possibilities lie.

For many years, dams have been built and rebuilt at the various sites and all of them are now utilized to a greater or less extent.

At Fort Edward, the International Paper Company has a paper mill and a hydro-electric development used chiefly to supply power to its mill, but also interconnected to the New York Power and Light Corporation's general power system.

At Hudson Falls, there is a drop of nearly 90 feet and there is now developed there approximately 10,000 horse-power of hydro-electric energy belonging to the Union Bag and Paper Power Corporation, a subsidiary of Niagara Hudson Power Corporation. This falls is capable of redevelopment to a maximum of nearly 100,000 horse-power.

At the City of Glens Falls, a falls of 45 feet is divided in ownership between the International Paper Company and Finch, Pruyn and Company. Each company uses its share of the power for mill purposes.

A little over two miles above Glens Falls, the Moreau Manufacturing Company has developed a low head plant of 6,500 horse-

power capacity, modern in design and delivering its output into the New York Power and Light Corporation's transmission system. This dam also serves to feed water to the Champlain Canal.

In 1922 and 1923, the International Paper Company replaced the old dam at Sherman Island, which is 9 miles above Glens Falls and where there is a falls of 70 feet, to serve a modern hydro-electric station of 40,000 horse-power. This plant also delivers its energy into the New York Power and Light Corporation's transmission system.

Four miles above the Sherman Island dam is located what is now the largest and most important hydro-electric development on the river—the Spier Falls Station of the New York Power and Light Corporation. During the late 1890s and early 1900s two men who had long studied the hydro-electric possibilities of the river succeeded in securing enough capital to build a massive masonry dam and create a head of 90 feet. These two men were Eugene L. Ashley and Elmer J. West. The engineering and construction difficulties, met with in this work, were unusual and extreme almost to the point of discouragement, but the initial plant was finally put into service in 1903 with a capacity of 20,000 horse-power. It was increased shortly after to 35,000 horse-power. This power was transmitted to Schenectady, Glens Falls, Amsterdam and to adjacent communities and became the nucleus of the system which now exists and which is owned and operated by the New York Power and Light Corporation.

The original dam, power-house and machinery, at Spier Falls, are still in existence, but, in 1929 and 1930, the New York Power and Light Corporation installed a single unit of 55,000 horse-power capacity, thus making the plant the largest on the river. In physical dimensions and water capacity, this unit is the largest ever built at the date of this publication. Further plans which will be carried out in due course will increase the plant by another similar sized unit and will replace the original units with new ones aggregating 50,000 horse-power more, so that the ultimate capacity of this plant will be 160,000 horse-power.

At Palmer Falls, the International Paper Company owns two dams which create a head of 114 feet. At present, this fall is only partially developed and serves only the paper mill at Corinth, but it has a potential development of 190,000 horse-power.

The confluence of the main branch of the Hudson River and the Sacandaga at Hadley are at a falls of approximately 40 feet in height, but the location is such that dams can be built to create a head of 60 feet; an ultimate capacity of 185,000 horse-power and, in addition, convert a stretch of river over 15 miles in length into a level pond extending along the main branch of the Hudson from Hadley to a few miles south of Warrensburg.

While other falls occur on the main branch of the Hudson River north of Hadley, the irregularities of stream flow, the distance from markets requiring power and the difficulties of construction are such as to minimize the value of power developments.

Again returning to Hadley and following up the Sacandaga River, we find that a dam can be built at Stewart Bridge which will make a head of 90 feet available and which will permit the installation of an ultimate capacity of 95,000 horse-power.

Both the sites at Hadley and Stewart Bridge are owned by the New York Power and Light Corporation.

As previously stated, the broad valley through which the Sacandaga River runs begins approximately 3½ miles above Stewart Bridge at Conklingville.

The same two men, Eugene L. Ashley and Elmer J. West, whose efforts resulted in the construction of the plant at Spier Falls, also saw the possibilities of creating a large storage reservoir in this valley which would so regulate the flow of the river that the spring floods in the Hudson would be reduced, the water conserved to increase the flow during low water seasons and thereby materially improve sanitary conditions along the lower river and also benefit the various power sites.

For many years, these two men and the companies with which they were affiliated acquired property in this valley until in 1922, the Water Control Commission of the State of New York acting under the so-called Water Storage Law, created a Board, known as the Hudson River Regulating District, for the purpose of completing this storage reservoir and making plans for others to still further regulate the flow of the Hudson River.

The conditions under which this Board was established provided that the cost of the reservoir, the necessary dam and all operating expense in connection therewith should be borne

directly by those who benefited therefrom and therefore the entire cost of the project, totaling nearly fifteen millions of dollars is being paid, 97% by the power owners and 3% by cities and villages along the river for the benefits which these communities receive in the way of flood protection and improvement in sanitary conditions.

The Hudson River Regulating District acquired all properties purchased by the various companies previously interested in the construction of the storage reservoir and also acquired all other properties necessary for its completion.

Work on the construction of an earth dam located at Conklingville, New York, was begun in 1927 and was completed in the spring of 1930. This dam creates a lake approximately the size of Lake George which lies at an elevation of 771 feet above sea level when full and which is drawn down 40 feet during its annual use for regulating the river flow.

Directly below the dam, the New York Power and Light Corporation has constructed a modern hydro-electric station of 35,000 horse-power, known as the Elmer J. West Station, in recognition of the vision and foresight of that man. This plant is operated under the direction of the Hudson River Regulating District to release the water for the regulation of stream flow as necessary.

The results of the construction of this storage reservoir will be to materially reduce the spring floods which pass down the Hudson River and increase its flow during low water seasons from a usual minimum, prior to regulation, of 1,000 cubic feet per second to not less than 3,000 cubic feet per second.

Hudson River Regulating District also has plans for fifteen other reservoirs located on the Hudson River, or its tributaries north of Hadley which will, in due course of time, be constructed for the purpose of still further regulating the stream flow.

It must be quite obvious that the series of falls along the Hudson River, particularly between Hadley and Fort Edward, coupled with the size of the stream, the regulation of stream flow made possible by the reservoir on the Sacandaga River, and the unusually large intermediate daily storages which are provided by nature at the various dam sites all combine to make the hydro-

electric possibilities of the river unusual both in size and in character.

An ultimate development of nearly 500,000 horse-power is possible, of which approximately 250,000 horse-power are now developed and in service.

At the present writing, all of the existing hydro-electric plants on the Hudson River are owned by, or are under contract to the New York Power and Light Corporation whose transmission system distributes this power as far north as Port Henry; as far south as Poughkeepsie, and west to Utica, thereby making this power available to the entire industrial area traversed by the Hudson River as far south as Poughkeepsie and through the Valley of Mohawk to the west.

New York Power and Light Corporation was formed in 1927 as the gradual outgrowth of a series of consolidations of various companies previously serving the general area named.

New York Power and Light Corporation is a subsidiary of the Niagara Hudson Power Corporation, which was formed in 1929 to unite in one operating system the steam and hydro-electric plants and transmission lines of the subsidiaries of Buffalo, Niagara and Eastern Power Corporation; Northern New York Utilities, Inc.; Syracuse Lighting Company; Utica Gas and Electric Company and the New York Power and Light Corporation.

The Niagara Hudson Power Corporation, therefore, interlinks the resources of Niagara Falls, the Mohawk River, the Hudson River, and the streams in the northern area of New York, so that the power production thereof may be made available in the most economical manner possible, not only to the Hudson River Valley area but also to the entire industrial area lying along the general route of the New York Central Railroad from Poughkeepsie to Buffalo.

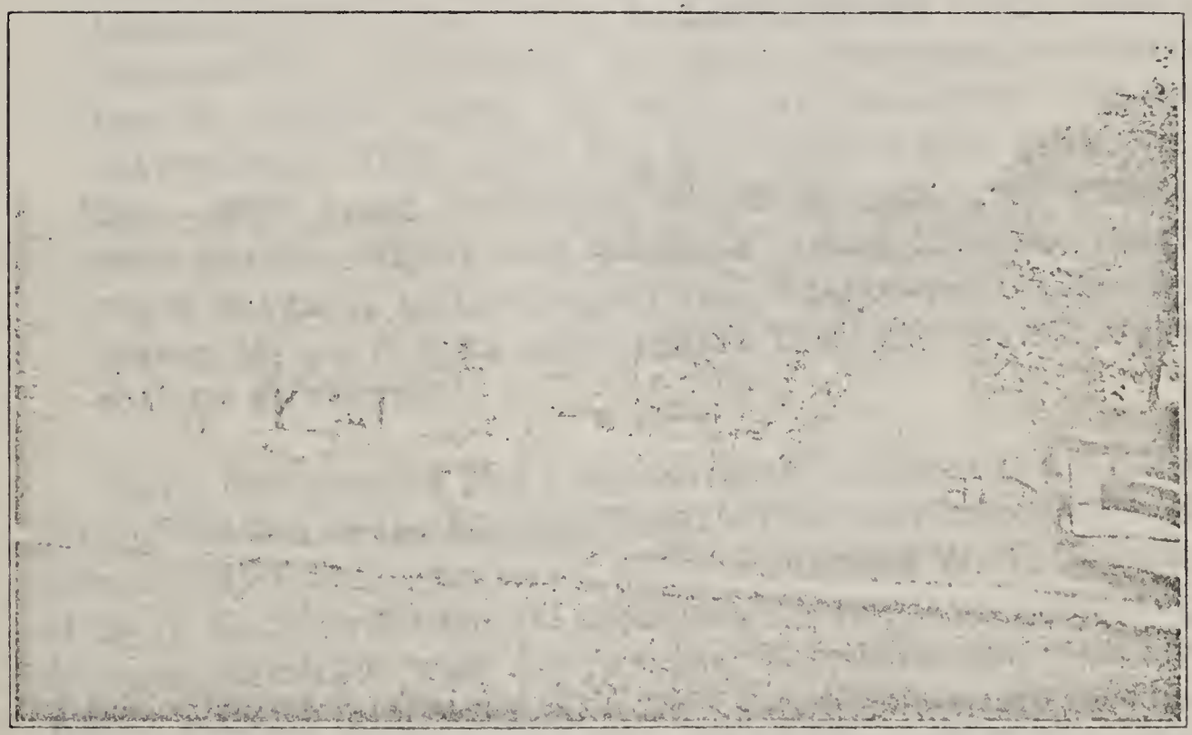
J. D. Whittemore, Executive Engineer, New York Power and Light Corporation,
Albany, New York,
January 22, 1931.

EDITOR'S NOTE:

At Cohoes Falls, on the Mohawk River, 54,000 horse-power is developed. This power plant virtually belongs with the Hud-

son River series, as it is located only about a mile from the outlet of the Mohawk into the Hudson.

On the Mohawk River and its tributaries a total of 160,000 horse-power was produced in hydro-electric plants in 1931. Adding this Mohawk River production to that of the main stream of the Hudson and its other tributaries, gives a total of 410,000 horse-power, which was produced in the Hudson River watershed in 1931. It would also indicate that there is a possible hydro-electric development of the entire Hudson Valley of about 700,000 horse-power, as there are some undeveloped power resources remaining along the Mohawk River and its tributaries.



BRONX RIVER PARKWAY AND BATTLE HILL, WHITE PLAINS
The bridge shown in the foreground crosses the Bronx River which is a small stream at this place

CHAPTER 85.

RADIO DEVELOPMENT AT SCHENECTADY—WGY, W2XAF, W2XAD.

By W. T. Meenam, News Bureau, General Electric Company, Schenectady.

EARLY EXPERIMENTS AT THE "HOUSE OF MAGIC"—FEBRUARY 20, 1922, WGY GOES ON THE AIR—WGY PLAYERS—OCTOBER, 1922, FIRST PALLOPHOTOPHONE DEMONSTRATION—EXTENSIVE RADIO EXPERIMENTAL WORK IN G. E. LABORATORIES—1924, GREAT TRANSMITTER LABORATORY AT SOUTH SCHENECTADY—FIRST USE OF 50,000 WATTS FOR BROADCASTING—1927, 100,000 WATTS USED—1930, FIRST USE OF 200,000 WATTS TRANSMITTER—1928, FIRST TELEVISION SCHEDULE AND FIRST TELEVISION DRAMA—W2XAF AND W2XAD, GENERAL ELECTRIC SHORT WAVE STATIONS HEARD 'ROUND THE WORLD—LONG DISTANCE BROADCASTING EVENTS—SENDING TO BYRD AT "LITTLE AMERICA" IN ANTARCTIC.

Radio development and progress have had such outstanding exemplification in the General Electric Company laboratories at Schenectady that the Editor of this work invited W. T. Meenam, of the G. E. News Bureau, to contribute an article on noteworthy features connected with the company's broadcasting stations, WGY, W2XAF and W2XAD. Mr. Meenam has responded to this invitation by writing the following chapter, which, in reality, constitutes a brief history of radio and television.

Schenectady is not in a Hudson Valley county but it lies on the Mohawk River, the Hudson's chief tributary, and only 15 miles from that stream. Schenectady is also part of a great municipal district, including the Hudson River cities of Albany and Troy, with a 1931 population approaching 400,000. Schenectady's history, as well as its present day interests, is closely allied with Albany. It is also somewhat unnecessary to say that the Electric City lies within the Hudson River watershed. For the foregoing

reasons, Schenectady's great contribution to radio fittingly finds a place in this history.

Mr. Meenam's chapter follows:

* * * * *

When Mark Twain, in playful criticism of the American tariff, wrote that only the answer to our prayers gets into the country free of duty, radio broadcasting was unknown. Today, radio waves enjoy the same immunity as answers to prayer—and probably travel faster. Free from duty and unhampered by demand for passport at every boundary crossed, radio waves touch all countries and may be used to promote peace or to incite conflict.

Schenectady, once the western frontier of old-world civilization, is today the home of great laboratories in which men are working on the problems of radio, an agency which may aid in ultimately erasing boundaries and racial prejudices.

The American radio station most frequently heard abroad is WGY, at Schenectady. Through the medium of WGY's associated short wave stations, W2XAF and W2XAD, Schenectady, that word which many people find difficult to pronounce and spell, has become familiar and welcome all around the world.

No city can claim greater or more important contributions to the development of the new art, radio, than Schenectady, with the "House of Magic" of the General Electric Company and the 154-acre radio-transmitter laboratory. Radio broadcasting began in 1920, but, long before the World War, scientists, at the "House of Magic," were engaged on the problems of the art. Soon engineers found that transmitter development could not be carried on longer in the laboratory. With this need, WGY came into being and went on the air for the first time on February 20, 1922.

Another, and even more important, reason for the institution of WGY was the need for responsible direction of broadcasting. Many licenses were issued, some to those who desired to use broadcasting for personal exploitation or who were attracted because it was a new toy.

Thousands of dollars had been invested in plants to manufacture tubes, radio sets and parts, headphones, batteries, etc., and additional thousands had been invested by the public in radio

receivers. To protect investment by manufacturer and public, it was important that the programs offered should improve in pace with engineering development. Otherwise, broadcasting must speedily languish like any passing fad. This policy of promoting program development was later reflected in the organization of the National Broadcasting Company and by the sponsorship of outstanding programs, such as the Atwater-Kent hour, by companies interested in the permanence of broadcasting.

The management of WGY was placed in the hands of Martin P. Rice, manager of the Publicity Department of the General Electric Company. His task was to create standards in the new art. His success, from the public's standpoint, was emphatically demonstrated in 1928, after the Federal Radio Commission refused WGY an exclusive channel and the right of full-time operation. The listening public throughout WGY's parish, embracing a radius of 150 miles, came to the support of the station in mass. Boards of trade, boards of aldermen, fraternal organizations, granges, public schools, and fire companies, joined their efforts in an appeal to the Radio Commission to reconsider the allotment. The attorneys general of New York, Massachusetts, New Hampshire and Vermont also came to the support of WGY. When this popular appeal failed, the matter was taken to the Court of Appeals of the District of Columbia, which supported the contention of WGY. An appeal from this decision, to the Supreme Court of the United States, resulted in a victory for WGY and the establishment of the station on full-time.

From its first program, February 20, 1922, WGY was in process of change and always a change toward improvement in programs. Almost immediately it was apparent that a progressive station requires outside connections, that reliance on studio-produced entertainment limits service. The first step was to connect Schenectady churches to WGY by wire. Later, churches and theatres in Albany were added. Then followed wire contact with New York and, through WJZ in New York, with WRC in Washington, assuring to WGY outstanding events in the national capital. Syracuse, Rochester, and Buffalo came into the circuit with WGY, and outstanding programs originating in those cities were made available to its listeners.

Through this extensive network, WGY was able to give its listeners interesting events such as national political conventions, world series baseball games, addresses by the President of the United States, intercollegiate football games, and prize fights before the National Broadcasting Company was organized. Since the formation of the National Broadcasting Company, these events are reported by a central program organization and fed by wire to associated broadcasting stations of which WGY is one.

From the date of its first program, WGY was active in promoting more interesting programs for its listeners. At a time when most listeners were content to hear an occasional word or musical note via their headphones and when most of those licensed to broadcast were reproducing phonograph records, WGY's management sought new fields for development. Three days after WGY made its bow, the first outside pick-up or remote-control broadcast was made from the Union College gymnasium, where Nathan L. Miller, then governor of New York state, was the speaker. In August of the same year (1922) a little group of former actors and actresses presented a full-length stage play. It was an experiment in a new form of dramatic art. The problem was to convey action and realism through the medium of voice and of sound-making device. The listener built his own scenery according to his experience and his imagination. No two listeners saw the drama in identical setting. The first play, "The Wolf," by Eugene Walter, was an immediate success and the WGY Players became a permanent broadcasting group.

In October, 1922, WGY was privileged to broadcast, for the first time, World Series baseball games, and sport fans of the country realized that here was a new art that was giving them an opportunity to "see" a sporting event without moving from home. Today nearly every major sporting event is to be found on the air—boxing, polo, yacht races, horse races, basket-ball, hockey, tennis, automobile and airplane races, baseball and football.

During the same month, October, 1922, listeners of WGY were introduced to a mechanism which has since had a revolutionary effect on the motion-picture industry—the Pallophotophone. The Pallophotophone was a device for reproducing sound recorded on motion-picture film. Later, when pictures paralleled

the sound record, the name was changed to Photophone, and today motion-picture theatres throughout the world are producing pictures perfectly synchronized with sound. In WGY's broadcast, the record was reproduced by the transmitter and flashed from the antenna to the listening thousands. On December 24, 1922, Pallophotophone records of Christmas greetings by Vice President Calvin Coolidge, General John J. Pershing, John W. Weeks, secretary of war, and Edwin Denby, secretary of the navy, were broadcast by WGY.

From the first year of its operation, WGY became the great experimental transmitter of the country. Listeners were frequently informed that they were hearing an experimental broadcast and were asked to make comparisons and to send their observations to the station for the information of engineers. WGY's transmitter was not a finished product. There were no beautiful panels with orderly rows of meters. To the uninitiated, the set was a confusion of wires, tubes and batteries. Changes were made almost daily in the set-up. In addition to the changes in the transmitter, alterations were made in control-room apparatus and in the microphones. The early microphones were scarcely more sensitive than the telephone transmitter of that time. In fact they were so insensitive that only a very narrow band of frequencies or sound ever found its way to the transmitter. The listener, therefore, no matter how highly developed his radio receiver might be, was getting only a very small part of the musical output of instrument or voice. Early in 1923, came the first of the condenser-microphone programs. The condenser microphone was free from blasting and captured the sibilant s-s-s-s and other tones never before carried to a transmitter.

WGY's first transmitter operated on 1500 watts. At that time 1500 watts was great power. Most of the transmitters used 50 to 500 watts. In 1924, the construction of a great transmitter laboratory was begun by the General Electric Company, near South Schenectady and, in the fall of that year, WGY's new transmitter went on the air. A few months later, on July 26, 1925, WGY announced that, with the approval of the Department of Commerce, the station would experiment with 50,000 watts. That amount of power in the antenna was revolutionary. It was called "super-power" and listeners expected deafening

volume. Not a few feared that their radio tubes would be put out of action and predictions were made that this great power would set the receiver on fire. None of these things occurred. Higher power merely extended the service radius of the station, giving a greater number of people a good signal, twenty-four hours of the day, every day of the year. WGY was the first station anywhere to use 50,000 watts in the antenna for broadcast service, and, in succeeding years, the Schenectady station added to its reputation as the outstanding high-power broadcasting station in the world. Improvement of radio service by the use of 50,000 watts was so obvious that the Department of Commerce, and later the Federal Radio Commission, licensed WGY to use that power regularly. Higher power was made possible by the development of 100 kilowatt power tubes in the Research Laboratory of the General Electric Company.

The next step in high-power broadcasting was made on August 4, 1927, when WGY transmitted programs on 100,000 watts and another step was made toward expanding the service area of the station. On March 9, 1930, the first of a series of programs was broadcast by WGY, after midnight, using the new 200,000 kilowatt transmitter. Again WGY had taken world leadership in the experimental use of high power.

A great cause of interference between broadcasting stations was the tendency for stations to waver from their assigned frequencies or wavelengths. As the number of broadcasting stations increased and all available channels were assigned, there arose a demand for a device which could hold transmitters steadily on a given frequency. This problem was solved by General Electric radio engineers with what is known as crystal frequency control. WGY was the first station on the air to use crystal control on its programs. Today crystal control is mandatory and, but for its general adoption, the greatest confusion would be caused radio listeners.

In 1926, Dr. E. F. W. Alexanderson, consulting engineer of the General Electric Company, announced his theory of television. Two years later, WGY adopted a television schedule, primarily, to assist Dr. Alexanderson in his experimental work. The picture signals were carried on WGY's wavelength and a small group of experimenters was successful in receiving the

images short distances from the transmitter. On September 11, 1928, WGY produced the first television drama, picture and voice being transmitted simultaneously. The drama was "The King's Messenger," a two-character, one-act play by J. Hartley Manners. The picture elements were transmitted on WGY's wavelength and the voice went out on W2XAF, a short-wave transmitter. In the fall of 1928, WGY broadcast the first television image from a remote control point. Cameras at Albany, N. Y., picked up the image of Governor Alfred E. Smith on the occasion of his speech accepting the Democratic nomination to the presidency.

Of all WGY's broadcasting activities, none is more spectacular than that involving the use of the short-wave transmitter, W2XAF and W2XAD. Except during the most favorable atmospheric conditions, the effective radius of a 50,000-watt long-wave station is limited to an area within 100 to 150 miles of the station. Short-wave transmitters on the other hand are seldom heard within 150 miles of the antenna but are heard halfway 'round the world.

As part of a program of investigation of radio wave propagation, engineers of the General Electric Company early began to study the behavior of wavelengths less than 100 meters. Their research carried them finally down to the band between 17 and 34 meters and the results warranted a most thorough investigation. Months and months of tests, sometimes over a full 24-hour period, resulted in the accumulation of a great mass of data. Independent experimenters, radio operators, and selected observers, in all parts of the world, sent their observations of transmissions on different wavelengths and at different hours. These data analyzed by the engineers made it possible to know what wavelength and power are necessary to reach a given distance at a definite hour, summer or winter, day or night.

Because of the widespread interest in WGY's programs, indicated in letters from distance listeners, many of whom depend on short waves for any radio service, the Schenectady station operates one of two short-wave transmitters simultaneously with the long-wave transmitter. These associated stations are: W2XAD and W2XAF. The former, operating on 19.56 meters, is suitable for daytime operation, or when transmitter or re-

ceiver is in the daylight zone. W2XAF operates on 31.48 meters and is most effective when the area between transmitter and receiver is in darkness. This transmitter is used on all evening programs of WGY.

Through its short-wave sister stations, WGY has won an inter-continental reputation as an unofficial ambassador of the United States and is known wherever there is a short-wave radio receiver. Practically all outstanding European rebroadcasts of events originating in the United States have been made through the medium of one or the other of WGY's short-wave stations. Christmas Day, 1930, Holland, Germany, and England sent short programs to the United States and, in return, the United States dedicated programs to all three countries, which were received through W2XAD. Germany was particularly interested in the American reception of the giant dirigible, Graf Zeppelin, before and after its round-the-world flight; in the reception to the Bremen fliers after their successful passage of the Atlantic, and in the fight between Jack Sharkey and Max Schmeling. All of these events were carried to listeners throughout the German Republic, after reception from one of WGY's short-wave stations.

Premier Ramsay MacDonald, prior to the Disarmament Conference, and during his visit to the United States, was heard in England, through W2XAF, as he explained the aspirations of the British people in the forthcoming conference. President Herbert Hoover reached the ear of Germany and England, through the medium of W2XAF and W2XAD, on several occasions.

Because of only minor differences in time, evening programs of WGY are very popular in South America and in some countries listeners are almost solely dependent on programs from the Schenectady station. Reception of long-wave stations is out of the question, so the average South American radio listener is equipped with a short-wave receiver. In recognition of the interest of the South American listener, WGY carries special Latin-American programs announced in Spanish, and, on one night a week, news and information of special interest are broadcast in Spanish. Ambassadors of Chile, Venezuela, Peru, and Brazil have talked to their countrymen via W2XAF on the occasion of

national holidays. The Pan-American Union at Washington, D. C., has utilized the facilities of W2XAD to promote good-will between the United States and the countries of South America. Frequently these programs have been rebroadcast by local stations in several of the countries below the equator.

WGY's short-wave stations have also proved of great assistance to explorers whether they were in the tropics or the Arctic. In 1926, the facilities of WGY were offered to both Byrd and Amundsen, prior to their flights to the North Pole from Kings Bay, Spitzbergen. Special programs were broadcast to them. Daily time signals were transmitted to Francis Gow-Smith, while he was in the interior of South America, to assist him in map-making. Donald MacMillan, Arctic explorer, reported that WGY's programs were helpful to him and his men on four expeditions. Gordon C. Armstrong, who headed an expedition of the University of Iowa into northern Canada, acknowledged indebtedness to WGY for its programs and personal messages transmitted to members of the expedition.

From March, 1929, to March, 1930, WGY, through the medium of W2XAF, transmitted a fortnightly program to Admiral Richard E. Byrd and the 41 members of his expedition through the long night of the Antarctic winter. These programs consisted of letters, from relatives and friends of the expedition personnel, and entertainment, volunteered by leading artists of the operatic and musical comedy stage, and by popular concert artists. Messages were sent to the explorers by President Hoover, members of the cabinet, and leaders in practically every field of endeavor. Programs were sponsored by the *New York Times*, Hearst Publications, Gannett Newspapers, *Syracuse Post-Standard*, *Buffalo News*, *Boston Globe*, *Washington Star*, New York Newspaper Club, the Explorers Club, Roxy, the Capitol Theatre, and by Reinald Werrenrath. To assure successful transmission of the programs over the thousands of miles between Schenectady and Little America, Dr. E. F. W. Alexanderson, consulting engineer of the General Electric Company, designed a directional antenna which increased the power directionally twenty times. The explorers reported that every program reached its destination.

Through the use of its short-wave transmitters and with the assistance of a large group of radio engineers, WGY was able to offer several distinctive programs which, because of their outstanding interest, were carried on the National Broadcasting Company networks. In the course of developmental work on short-wave transmitters and associated antenna systems, it was found by engineers that a two-way talking circuit was advantageous. In 1928, such a two-way circuit was established between W2XAF in the United States and 5SW at Chelmsford, England. On one or two occasions, WGY broadcast both sides of the conversation.

In October, 1928, a two-way talking circuit was established with 2ME, the short-wave transmitter of the Amalgamated Wireless Australasia Limited, of Sydney, Australia, and WGY's listeners were privileged to hear the conversations carried on between two points, nearly 10,000 miles apart.

By the use of directional sending antenna and directional receiving antenna, the circuit was so well developed in 1930 that the 10,000 miles were bridged as clearly and reliably as a 100-mile wire circuit. Early one morning, listeners heard Thomas Hayes, of Manchester, Conn., talk with his brother, Jack Hayes, at Sydney, Australia. They hadn't seen one another in 56 years; in fact, up to a few weeks before the talk, each assumed that the other was dead. When Wing-Commander Charles Kingsford-Smith of Australia successfully made the east-to-west crossing of the Atlantic in an airplane, he journeyed to Schenectady, while New York was still busy feting him, and talked with his mother, his business and flying associate, Charles Ulm, and others, at Sydney, Australia. WGY carried both these intimate and unusual radio conversations.

Probably the greatest broadcast in the history of radio, from the standpoint of public interest in all parts of the world and the technical difficulties overcome, were the conversations carried on between Adolph Ochs, publisher of the *New York Times* and others in Schenectady, with Admiral Richard E. Byrd, at Dunedin, New Zealand, March 11, 1930.

Within a few hours after his arrival at Dunedin and while still nearly 10,000 miles away from home, Admiral Byrd's voice was heard by his countrymen for the first time in twenty months. His cheery "Hello" flashed across the Pacific and the entire

United States to Schenectady, where it was picked up and spread out over a great national network of broadcasting stations. In addition, a short wave transmitter relayed that "Hello" and the conversations to England and to Germany. In Germany, the conversations were again relayed over a great chain of stations throughout the Republic.

This broadcast was a great technical achievement because of the difficulties that were overcome in the elaborate circuit. New Zealand has no short wave transmitting stations and only short waves can reach the United States from that distance. Admiral Byrd, with Russell Owen, the *New York Times* correspondent with the expedition, spoke from the studio of station 4YA at Dunedin. Their voices were carried to Wellington by 485 miles of wire and fifteen miles of submarine cable across the strait which separates the upper from the lower islands of New Zealand. At Wellington, N. Z., the voice was put on the air by the long-wave station 2YA which bridged the 1,530 miles of open sea between New Zealand and Sydney, Australia. A tropical storm would easily have completely obliterated the signal. However, fortune favored the engineers and the signal reached station 2ME at Sydney, whence it was flashed by short-waves at Schenectady. The voices of the speakers at Schenectady, were heard directly at Dunedin, without relay. The complete circuit, Schenectady to Dunedin, to Wellington to Sydney to Schenectady was over 20,000 miles, a party line, with nearly the entire world listening in. The difference, between the various places involved, was particularly interesting. It was early spring in Schenectady, while Australia and New Zealand were beginning their autumn. The program started at 7:30 Tuesday morning in Schenectady; it was 10:30 Tuesday evening in Sydney, Australia, and 12:30 Wednesday morning in Wellington and Dunedin. Mr. Ochs, who was 72 years old on March 12, was thrilled to receive congratulations on his birthday from New Zealand, though he was still 71 years old in Schenectady.

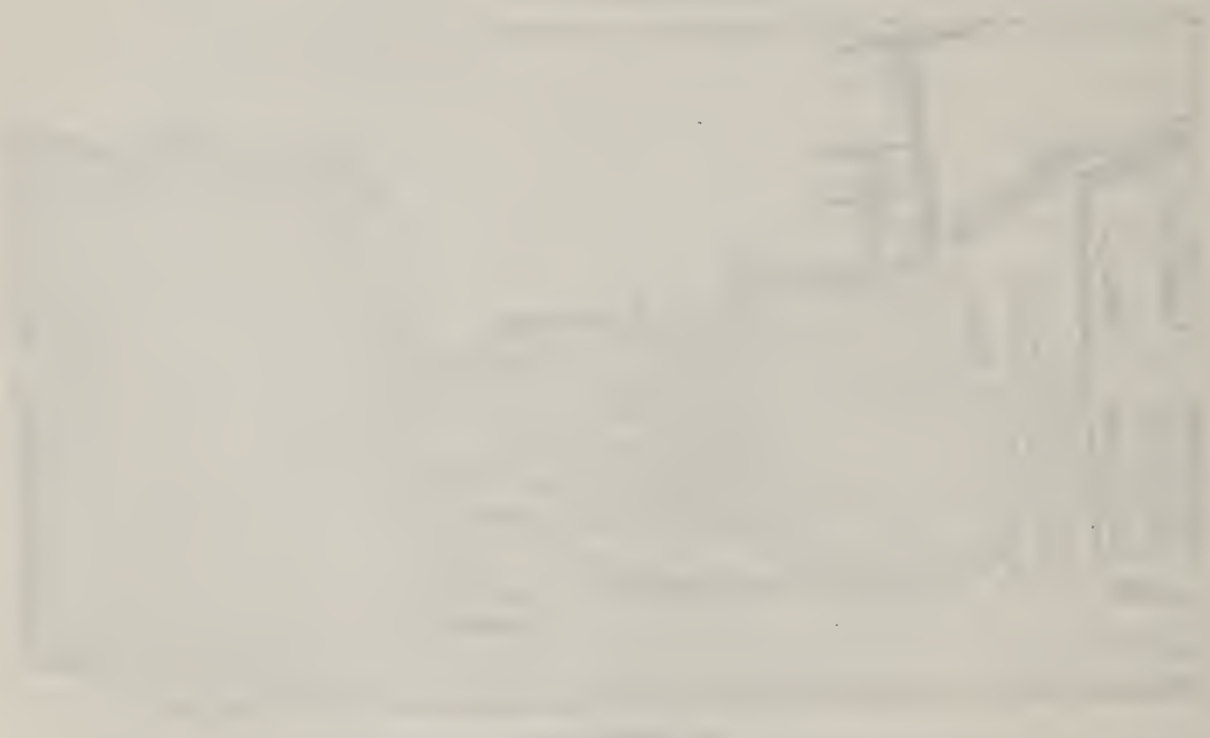
As an experimental station, WGY has assisted engineers to advance the art technically and has thus promoted better broadcasting both here and abroad. As an outstanding high-powered station, in association with foreign broadcasting agencies and with the National Broadcasting Company, it has brought to its

listeners the best available in the fields of entertainment and education. With its short-wave stations, which are capable of touching Old-World peoples, it has carried good will and friendliness to all nations. Distance is no longer a barrier to understanding when friendship-laden radio waves can recapture yesterday and overtake tomorrow.



IN OSSINING

This picture shows the course of the Albany Post Road (U. S. Route 9) through Ossining. The highway makes a steep drop to the town's busy corner, after which it makes a sharp rise southward. Ossining, like all towns on the east shore of the Tappan Zee, rises steeply from the Hudson's shore



CHAPTER 86.

1778-1931. U. S. MILITARY POST AT WEST POINT—1802-1812. UNITED STATES MILITARY ACADEMY.

WEST POINT, A PLACE OF BEAUTY, HISTORY AND MILITARY IMPORTANCE—AMERICAN ARMY STRONGHOLD AND KEY OF DEFENSE IN THE REVOLUTION—A GREAT FEATURE OF THE HUDSON RIVER AND ATTRACTION FOR TOURISTS—1776, GENERAL KNOX PROPOSES MILITARY SCHOOL—1778, WEST POINT OCCUPIED AS U. S. ARMY POST—EARLY ATTEMPTS TO FOUND MILITARY SCHOOL—FIRST SCHOOL DESTROYED BY FIRE IN 1796—1802, UNITED STATES MILITARY ACADEMY ESTABLISHED AT WEST POINT—1812, ACADEMY REORGANIZED—1816, CADET UNIFORM PRESCRIBED—DETAILS OF THE ACADEMY—1902, CONGRESS APPROPRIATES $5,000,000 FOR BUILDING PROGRAM—IMPRESSIVE ARCHITECTURAL SCHEME—SCENIC AND GEOGRAPHICAL DESCRIPTION — NORTHERN GATEWAY OF THE HIGHLANDS — PRINCIPAL BUILDINGS.

WEST POINT

West Point—two words with magic appeal. It is one of the great names of the world. The place has a three-fold interest—it is one of the most beautiful spots on earth, it has a great history and it is the site of our national military school. Furthermore, West Point is one of the greatest features of the Hudson River—perhaps its greatest feature, for there is no other site which combines the scenic, historic and military factors which this place possesses.

West Point lies on the Hudson River near the Northern Gateway of the Highlands, which here have their most picturesque and magnificent aspect. There is probably no more gorgeous river view in the world than that seen looking northward from the Point, with Storm King on the left, Breakneck Mountain on the right and the broad waters of Newburgh Bay in the distance. However, the views in every direction, as seen from the Point, are most picturesque.

West Point commands the Hudson River and it was the key of the American defense during the Revolution. Today, however, it is probable that the heights surrounding it have more strategic importance. One of the interesting topographical features of West Point is the parade ground, which is a large, level field. It is remarkable that such an extent of level land should lie in the Highlands region, where there are few level pieces of land and where the whole country is generally tumbled into great mountains or lesser hills. The level Parade Ground is situated close to the Northern Gateway. It is still more remarkable that a similar great field exists at Bear Mountain Park, near the Southern Gateway of the Highlands, and at about the same elevation above the Hudson River as that at West Point.

West Point is one of the greatest touring points of attraction in North America. Thousands of tourists visit this national mecca each year. They come by highway, Hudson River steamboats, and railroads. The place now lies close to the Storm King Highway, U. S. Route 9W, over which myriads of tourists reach the Point. Motor tourists on the Albany Post Road, U. S. Route 9, can go to West Point over 9D, which runs (1931) northward, from the Bear Mountain Bridge Road Route (connecting with U. S. 9, north of Peekskill), to Garrison, opposite West Point, with which it is connected by ferry. U. S. 9D, will be continued northward from Garrison to Beacon and Wappingers Falls, where it will again have northern connection with the Albany Post Road, U. S. 9.

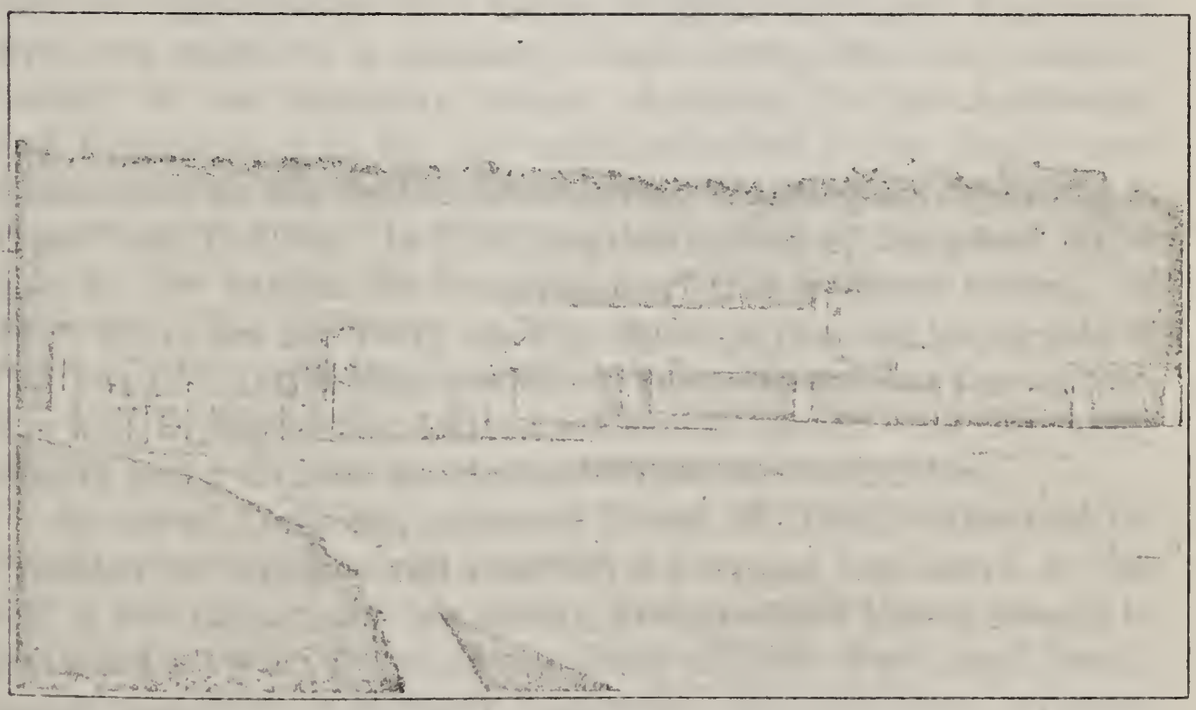
The detailed history of West Point follows. The American Army first occupied West Point as a military post in 1778 and this occupation has been continuous since that date. Its important record, during the War of the Revolution, is given in the historical chapters of this work.

The earliest proposal for a military school for the United States was that of Brigadier General Knox, Chief of Artillery, in May, 1776. His plans were seconded by Colonel Alexander Hamilton and approved by General Washington, although they were not adopted, in the form suggested, until 1802, other counsels having temporarily prevailed. In October, 1776, Congress passed a resolution appointing a committee to prepare a plan for "A Military Academy at the Army." The result was the resolution of June 20, 1777, providing for a Corps of Invalids

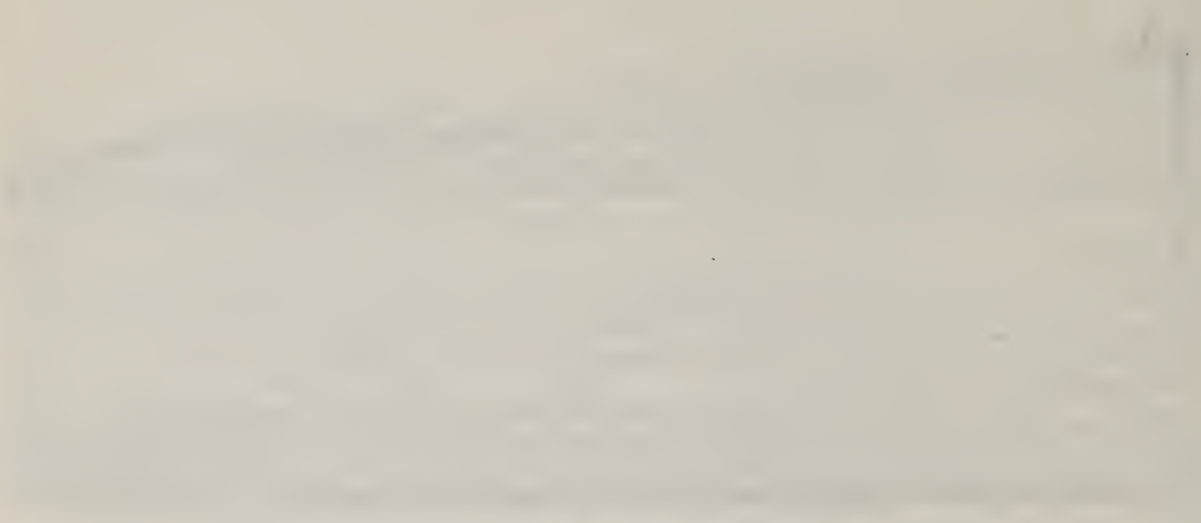
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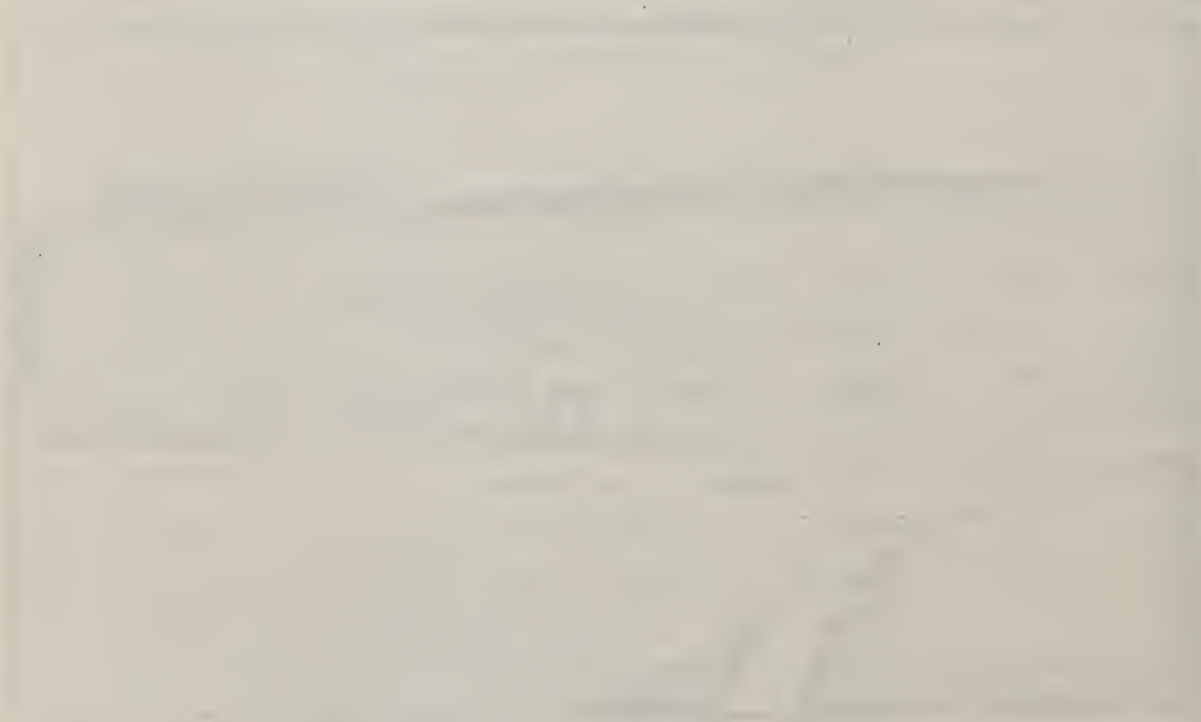


UNITED STATES MILITARY ACADEMY, WEST POINT
View taken from Garrison on the east shore of the Hudson



PART OF THE STADIUM AT WEST POINT
Old Fort Putnam, as recently restored, appears on the heights above





"to serve as a military school for young gentlemen previous to their being appointed to marching regiments." The Invalid Corps was organized in July, 1777, and, in 1781, at the request of Washington, was marched from Philadelphia to form part of the garrison at West Point, where an engineer school, a laboratory and a library had already been established in three separate buildings.

On March 30, 1779, the Board of War adopted regulations for the Corps of Engineers and for the Sappers and Miners. These were promulgated in orders, July 30, 1779, by General Washington and provided for a plan of instruction, to be carried into effect after approval by the Board and by the General-in-Chief. The plan contemplated lectures by engineer officers on fortification, mining, reconnaisance, encampments and the like. Practical experiments in gunnery were conducted at West Point as early as February, 1780. In 1783, after the cessation of hostilities, Washington was called upon for his views as to the peace establishment. He laid the matter of a Military Academy before his officers at Newburgh. He referred to it again in his message of December 3, 1793. The law of May 9, 1794, authorized the organization of a Corps of Artillerists and Engineers, with two cadets to a company, thus creating the new grade of "cadet" in the American Army. A school for the Artillerists and Engineers, and for the cadets attached to the Corps, was established, on the recommendation by Washington, by order, at West Point in 1794. In 1796, the destruction of the school buildings by fire caused the suspension of this military school. In July, 1801, the Secretary of War directed that all the cadets of the Corps of Artillerists should report at West Point for instruction and, in September, 1801, a school was opened with four army officers and a civilian as administrators and instructors.

An act of Congress, approved March 16, 1802, authorized the President to organize and establish a Corps of Engineers, to consist of five officers and ten cadets, and provided that it should be stationed at West Point, in the State of New York, and that it should constitute a Military Academy. The Academy, with ten cadets present, was formally opened on July 4, 1802.

Acts of Congress, in 1802 and 1808, authorized 40 cadets from the Artillery, 100 from the Infantry, 16 from the Dragoons,

20 from the riflemen. However, few of these were appointed and provisions were made for their accommodation at the Academy. In 1810, the Academy was deprived of nearly all means of instruction and officers and cadets had difficulty in obtaining their pay. During most of the year 1811 and part of 1812, although war with Great Britain was pending, instruction at the Academy was practically abandoned. In March, 1812, the Academy was without a single instructor. Up to that time, 88 cadets had been graduated. There had been no mental or physical examinations and the cadets had entered at all ages, from 12 to 34, and at various times during the year.

By act of Congress, of April 29, 1812, the Academy was reorganized. The provisions of the act have furnished the general principles upon which the Military Academy has since been conducted and controlled. A more adequate corps of professors was authorized, a maximum of 250 cadets was fixed and the age and mental requisites for admission were prescribed.

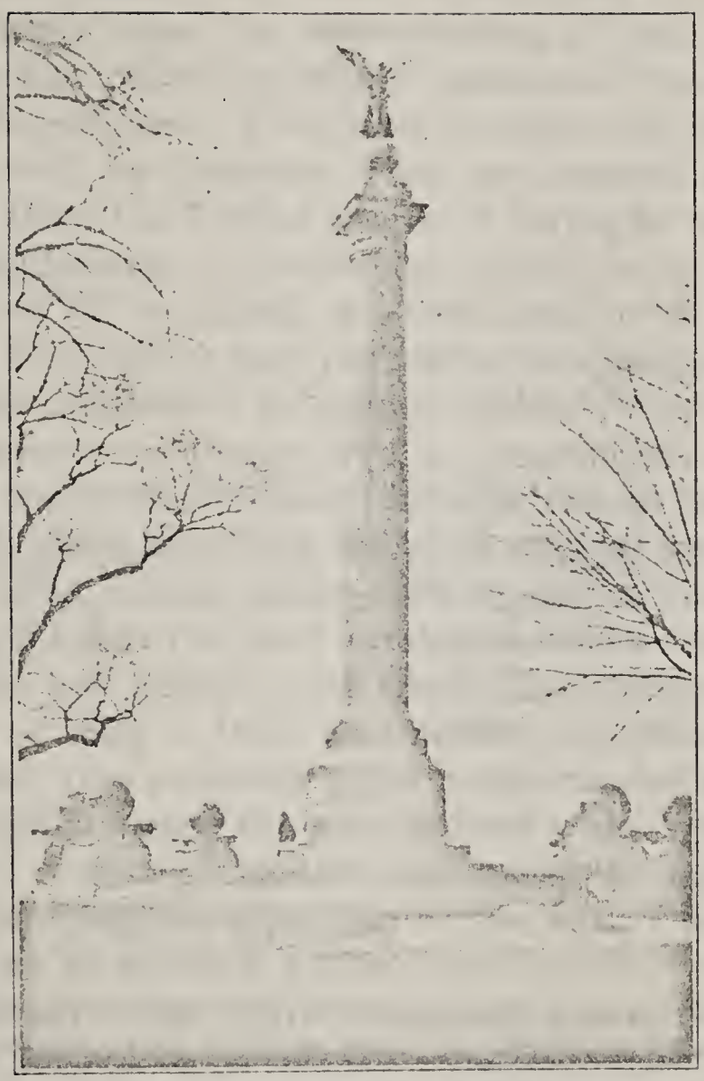
In 1817, under the provisions of the act of 1812 and the able superintendency of Major Sylvanus Thayer, Corps of Engineers, the present era in the Academy's history opened.

Until 1843, a prescribed residence was not a legal qualification for appointment but the selection of one cadet from each Congressional district had grown to be customary. In that year, the custom became a law, Congress prescribing that the Corps of Cadets should consist of one from each Congressional district, one from each territory, one from the District of Columbia and ten from the United States at large, to be appointed by the President.

The military post at West Point has been continuously occupied by the United States Army since 1778. It was distinct from the Military Academy and was sometimes under separate command until 1842, when the command of the post was given to the Superintendent of the Academy.

By the Acts of Congress approved May 4, 1916, and June 8, 1926, the Corps of Cadets, as now constituted, consists of two from each Congressional district, two from each Territory, four from the District of Columbia, two from Porto Rico, four from each State at large and one hundred and twenty-two from the United States at large, two of whom are appointed upon the rec-

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PILLAR OF VICTORY, WEST POINT



ommendation of the Vice President, and twenty of whom are selected from among the honor graduates of educational institutions having officers of the Regular Army detailed as professors of military science and tactics under existing law or any law hereafter enacted for the detail of officers of the Regular Army to such institutions, and which institutions are designated as "honor" schools, upon the determination of their relative standing at the last preceding annual inspection regularly made by the War Department. They shall be appointed by the President and shall, with the exception of the one hundred and twenty-two appointed from the United States at large, be actual residents of the Congressional or Territorial district, or of the District of Columbia, or of the island of Porto Rico, or of the States, respectively, from which they purport to be appointed. The President is also authorized to appoint cadets from among enlisted men, in number as nearly equal as practicable, of the Regular Army and the National Guard, between the ages of nineteen and twenty-two years, who have served as enlisted men not less than one year, to be selected under such regulations as the President may prescribe, but the total number so selected shall not exceed one hundred and eighty at one time. The increase, provided for in the Act of May 4, 1916, was divided into four annual increments which were as nearly equal as practicable and were equitably distributed among the sources from which appointments are authorized. Under these Acts, and under the apportionment of Members of Congress according to the 13th Census, the maximum number of cadets is 1,374.

In addition to the 1,374 mentioned above, the Secretary of War is authorized to permit not exceeding four Filipinos, to be designated, one for each class, by the Governor General of the Philippine Islands, to receive instruction at the United States Military Academy: "*Provided*, That the Filipinos undergoing instruction shall receive the same pay, allowances, and emoluments as are authorized by law for cadets at the Military Academy appointed from the United States, to be paid out of the same appropriations: *And provided further*, That said Filipinos undergoing instruction on graduation shall be eligible only to commissions in the Philippine Scouts. And the provisions of section 1321, Revised Statutes, are modified in the case of the Filipinos

undergoing instruction, so as to require them to engage to serve for eight years, unless sooner discharged, in the Philippine Scouts."

The total number of graduates, including foreigners receiving instruction under Acts of Congress, from 1802 to June 12, 1930, inclusive, is 9,026.

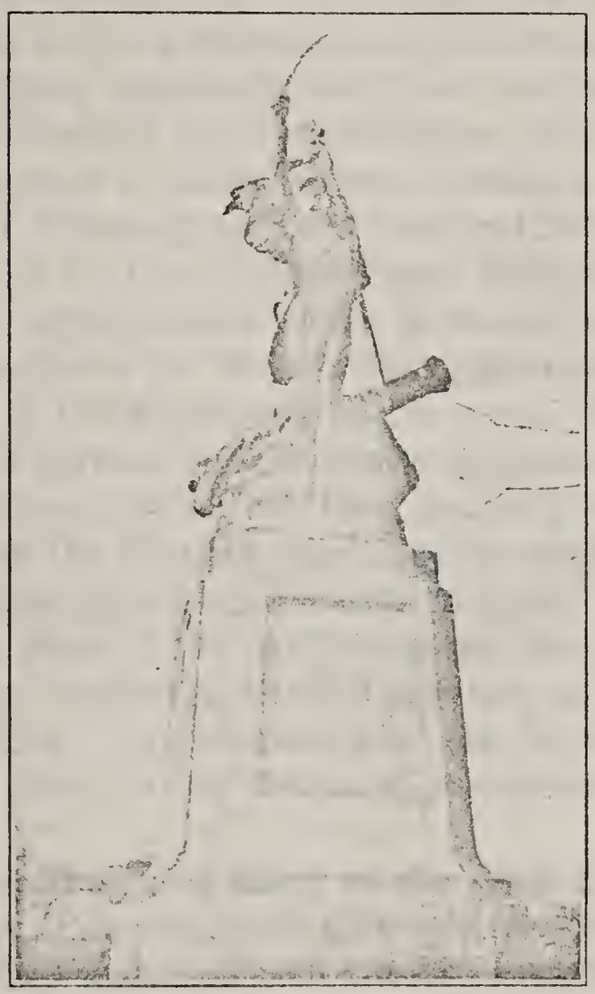
In May, 1902, Congress passed an act appropriating $5,000,000 for new buildings and improvements at West Point. The buildings erected were a barracks extension, academic building, power house, officers' mess hall, chapel, cavalry and artillery barracks and stables and additions to several buildings already built. The older buildings were all retained.

The picturesque situation of West Point and the United States Military Academy impresses the thousands of visitors to what is one of the most historic and scenic sites in the United States.

A precipice, several hundred feet high, bounds a large part of the southeastern part of the Academy grounds in the section fronting the Hudson River. The northeastern shore has a more gentle slope, which curves into a bay, as the river rounds the Point westward. The northern bluff summit commands a river view which is impressive beyond the powers of description. To the north, and on the western shore, lies Crow's Nest, with an elevation of 1,396 feet above the Hudson and Storm King, 1,340 feet high. Bull Hill is the first great height on the eastern shore, looking northward, with Breakneck Mountain, 1,196 feet high, farther northward and opposite Storm King, on the face of which one sees the line of the remarkable Storm King Highway. One after another, these frowning, rocky, wooded heights, rise sheer from the river's shores. Rugged Constitution Island lies in the right foreground of this picture, with Pollopel's Island seen lying on the broad waters of Newburgh Bay.

The view in question is through the Northern Gateway of the Highlands, where the Hudson has cut a channel through great mountains of rock. Here a deep cleft exists in this mighty barrier of stone and the rock sides of the channel extend downward for a thousand feet to the bottom although this great crevice is mostly filled with deposits made by the stream. It is at this Gateway that the siphon tunnel of the Catskill water supply,

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STATUE PRESENTED TO WEST POINT ACADEMY BY L'ECOLE POLYTECHNIQUE, PARIS



cut in the bedrock, crosses the Hudson from Storm King to Breakneck Mountain. The river at the Point is narrow and deep. It is a quarter of a mile wide and more than 200 feet deep, the deepest point in its entire course.

On the northwestern part of the heights is Camp Town, where storehouses and barracks for the soldiers are located. Farther north and at the end of a plateau, is a plain called German Flats. Here is the Military cemetery, which is a burial place for many distinguished officers of the United States Army. Still farther north is Washington's Valley, where is located the house which was occupied by Washington for a time in 1779.

The buildings of the United States Military Academy are situated on the large plateau which is located on the bluffs and cliffs which rise above the river. This plateau is hemmed in by the mountains of the Highlands on the west. The stadium and chapel are on a terrace close to these heights on one of which stands Fort Putnam, which has been partially restored. At the southern end of the plateau, the heights closely approach the river. The parade ground is 40 acres in area. The government tract comprises about 2,400 acres in extent in 1930, when measures were being considered for the purchase of a great amount of additional land. Jurisdiction over the U. S. lands at West Point has been ceded to the Federal Government by the State of New York.

The mass architectural effect of the West Point buildings is superb, taken in connection with their picturesque situation. The picture which they make, as seen from the eastern shore is most beautiful, as is indicated in the illustration in this work, which was made from a photograph taken by the author. About $8,000,000 has been invested in buildings and improvements here by the United States Government. The English perpendicular Gothic has been employed in the newer buildings, which are very fine. The older structures have been preserved and the whole system of buildings forms part of a harmonious architectural scheme. The principal structures are the Headquarters Building, Riding Hall, East Academic Building and Library, West Academic Building, Grant or Mess Hall, South Cadet Barracks, Gymnasium, Cadet Barracks, Ordnance and Store Buildings, Staff Headquarters, Cullum Memorial Hall, Officers Mess,

Chapel, Observatory, New Officers' Quarters, Married Soldiers' Quarters, Cavalry and Artillery Barracks.

There are monuments, memorials or portraits to former West Point Cadets, including Grant, Sherman, Sheridan, Whistler (the noted painter), Edgar Allen Poe, Col. Thayer, Kosciuszko, and many noted soldiers. There are monuments of Victory, Dade's Command and Battle Monument and a spirited statue of a French soldier of Revolutionary times, presented to the Academy by the Ecole Polytechnique of Paris.

In 1816, the West Point Cadet's uniform was prescribed by a general order and the uniform of today closely follows the original model and vividly recalls the period of the War of 1812.

A severe mental and physical examination is given applicants for admission to the Academy. The course covers four years and includes physical as well as mental and military education. Discipline is most strict.

Inasmuch as West Point is conceded to be the finest military school in the world, the training received is of the best and the Cadets on dress parade form one of the finest sights to be seen anywhere. Great crowds are frequently present at the drills here, the most interesting of which are in April, May, September and October. The football, baseball and other athletic sports, in which the West Pointers excel and which are held here at the Stadium, often attract great crowds.

West Point figures largely in the life interests of the United States. Today, as in the vivid days of the Revolution, West Point and the Hudson River are considered to be the most important strategical factors in the United States— and the United States Military Academy at West Point is undoubtedly the finest military school in the world.

CHAPTER 87.

ROMANCE AND LEGEND OF THE HUDSON.

IRVING'S FAIRY SPIRITS AND QUAINT DUTCH CHARACTERS—THE MYSTIC CHARM OF THE TAPPAN ZEE—"RIP VAN WINKLE" AND "LEGEND OF SLEEPY HOLLOW"—IRVING GENIUS GIVES THE HUDSON WORLD-WIDE FAME—THE "FLYING DUTCHMAN" OF THE TAPPAN ZEE—RAMBOUT VAN DAM, THE PERPETUAL OARSMAN—THE GOBLIN OF THE DUNDERBERG—THE GOBLIN EXORCISED BY DOMINIE VAN GIESON OF ESOPUS—THE SPRITE HANGS DAME VAN GIESON'S NIGHTCAP ON THE STEEPLE OF ESOPUS CHURCH—THE SUN REFLECTED FROM ANTHONY VAN CORLAER'S NOSE, KILLS A GIANT STURGEON—ANTHONY'S NOSE NAMED IN HONOR OF THE EVENT—A THUNDERSTORM AND THE MAGIC OF THE HIGHLANDS—LEGENDS OF CROTON POINT—THE BRAVE SPIRIT OF CHIEF CROTON—DUYVIL'S DANSKAMER—THE HISTORY OF THE HUDSON AS THRILLING AS ITS LEGENDS.

The Hudson River is a region of romance and legend. The genius of Washington Irving and other writers of his "Knickerbocker" group has peopled the stream and its shores with a host of quaint Dutch characters, Dutch spirits and Dutch goblins.

Irving lived and wrote under the spell of the Tappan Zee, that ocean inlet, which stretches for over 20 miles from Dobbs Ferry northward to the Highlands. His genius and fancy has given us legends of the Zee, to which even the moderns of today love to give some slight credence.

Irving also gave the shores of the Zee many lovable Dutch characters, who seem to linger in the shadows of the glorious evenings of summer and fall along the banks of this magnificent water. No one has ever interpreted the charm of the Hudson as Irving has done and it is probable that no one ever will surpass his word pictures of this romantic stream. Chief of his river stories are "The Legend of Sleepy Hollow" and "Rip Van Winkle," but he has also given us other sketches of the region

and his "Knickerbocker History of New York" is a genial satire of world-wide appeal.

In "The Legend of Sleepy Hollow," the cheerful figure of Jacob Van Tassel, the plump charms of Katrina Van Tassel, the roystering boisterousness of Brom Bones and the nasal grotesqueness of Ichabod Crane have assumed a literary immortality. The same thing is true of "Rip Van Winkle," genial tippler and errant hunter of the village of Laughing Water, otherwise identified as Catskill. Rip's meeting with Hendrick Hudson and his crew in a glen of the Catskill summits forms the high spot in the story just as it has in the tens of thousands of theatrical showings and the innumerable screen presentations of this romance of the Hudson River country.

These figures have acquired a mythical potentiality which makes them leading features of American folklore and their worldwide dissemination has made these legends and their Hudson River background known all over the earth's surface.

Irving not only gave us delightful characters, in these tales of the Hudson, but he has placed them in the rich and picturesque background of the river shores of Colonial Dutch days. Their charm and delight will last until civilization fades and the English language is no more.

Edgar Mayhew Bacon, in his "Hudson River," tells of the "Flying Dutchman" of the Tappan Zee as follows:

"There is another haunting shape that occasionally troubles these waters; it is that of the Storm-ship that makes mysterious journeys, never heeding shoal or headland, tacking when the wind is fair and running free in the teeth of a gale, with never a concession to any weather that mortals give heed to. Into the moonlight, she comes suddenly from some unknown quarter and as suddenly, while the eye is fixed upon her, vanishes completely, as a bubble that floats for a moment where a wave has broken and then, in a twinkling, is dissipated.

"There have been people who have really doubted the existence of the phantom ship and class it with fabulous monsters, Brocken spectres and the like, but these are not people who have navigated the waters of the Tappan Zee at night.

"Two hundred years ago, the Storm-ship was first seen passing New Amsterdam, going upstream against a strong ebb tide.

She was flying Dutch colors and her sails bellied with a wind that certainly was not apparent to those who gazed at her, wide-eyed and whispering, from the fort. In spite of the trade regulations that forbade the passing of any vessel up the river without a permit, regardless of signals or challenge, the stranger sailed on. Then a gun was fired from the battery but her hull did not stop the ball, nor did the ball check her course.

"She passed on, weathered the point of Jeffrey's Hook, crossed the long stretch of the Grievous Hook and sailed out of sight under some of the headlands of the Tappan Zee. From that day to this, no one has seen this unsubstantial stranger sail down the river, past Manhattan and out to sea. But, many a time, the rivermen have encountered her and, with muttered invocation to Saint Nicholas, have shortened sail, knowing that a storm was soon to come."

Another spectral figure of the Tappan Zee is Rambout Van Dam, the tireless oarsman, who seems doomed forever to row the waters of the Tappan Zee, in storm or calm.

Of this lusty Dutch ghost, Bacon writes as follows:

"He was one of those uneasy Dutch blades that counted neither distance nor labor as of any moment when a pleasure was in view. There had been some notice or rumor of a frolic at Kakiat, a secluded hamlet hidden away among the hills of Rockland County and Van Dam, on hearing the news, rowed, from his home at Spuyten Duyvil, the whole length of the Tappan Zee, and the Palisades to boot, in order to be there.

"Most modern youngsters would be conscious of some slight fatigue after such a pull but not so delicate were the Dutchmen of that early day. Rambout danced and drank, drank and danced as though he had had no exercise for a week. It was a Saturday night and midnight came and passed before he knew it. But, when he started for home, solicitous companions warned him against the peril of Sabbath-breaking, for, upon all matters of religious observance, the Netherlanders were extremely punctilious. A young man might play what pranks he would with every pretty girl in the county and make his potations of apple-jack both deep and frequent, but it would outrage the sentiment of the community if he broke the Sabbath.

"But Rambout was skin-full of recklessness and, disregarding every warning, he pulled off 'swearing that he would not land till he reached Spuyten Duyvil.' According to the best authorities, he has not yet landed there. Whether, living or dead, none can say, but, doomed to a perpetual journey across the river, he undoubtedly is, for many a boat-man on the river has heard the sound of his oars and more than one damsel, being rowed o' moonlit nights on the river, has clung in terror to her swain, as she fancied she saw, in the distance, the shadowy form of Rambout Van Dam."

Irving has given us another delightful and amusing figure in the Goblin of the Dunderberg. In his chronicle of the adventures of Dolph Heyliger, Irving writes as follows concerning the Goblin and his lively pals of air and mountain:

"It is certain that strange things have been seen in these highlands in storms. The captains of the river craft talk of a little bulbous-bottomed Dutch goblin, in trunk hose and sugar-loafed hat, with a speaking trumpet in his hand, which they say keeps about the Dunderberg. They declare that they have heard him, in stormy weather, in the midst of the turmoil, giving orders in Low Dutch for the piping up of a fresh gust of wind or the rattling off of another thunder-clap. That, sometimes, he has been seen, surrounded by a crew of little imps in broad breeches and short doublets, tumbling head-over-heels in the rock and mist and playing a thousand gambols in the air, or buzzing like a swarm of flies about Anthony's Nose; and that, at such times, the hurry-skurry of the storm was always greatest.

"One time, a sloop, in passing by the Dunderburg, was overtaken by a thunder gust, that came scouring round the mountain and seemed to burst just over the vessel. Though tight and well ballasted, she labored dreadfully and the water came over the gunwale. All the crew were amazed when it was discovered that there was a little white sugar-loaf hat on the mast-head, known at once to be the hat of the Heer of the Dunderberg. Nobody, however, dared to climb to the mast-head and get rid of this terrible hat. The sloop continued, laboring and rocking, as if she would have rolled her mast overboard and seemed in continued danger either of upsetting or of running on shore. In this way, she drove quite through the highlands, until she had

passed Pollopol's Island, where, it is said, the jurisdiction of the Dunderberg potentate ceases. No sooner had she passed this bourn, than the little hat spun up into the air like a top, whirled up all the clouds into a vortex, and hurried them back to the summit of the Dunderberg; while the sloop righted herself and sailed on quietly as if in a millpond. Nothing saved her from utter wreck but the fortunate circumstance of having a horse-shoe nailed against the mast—a wise precaution against evil spirits, since adopted by all the Dutch captains that navigate the haunted river.

"There is another story told of this foul weather urchin by Skipper Daniel Ouselsticker of Fishkill, who was never known to tell a lie. He declared that, in a severe squall, he saw him seated astride of his bowsprit, riding the sloop ashore full butt against Anthony's Nose, and that he was exorcised by Dominie Van Gieson of Esopus, who happened to be on board and who sang the hymn of St. Nicholas, whereupon the goblin threw himself up in the air like a ball and went off in a whirlwind, carrying away with him the nightcap of the Dominie's wife, which was discovered, the next Sunday morning, hanging on the weathercock of Esopus church steeple, at least forty miles off!

"Several events of this kind having taken place, the regular skippers of the river, for a long time, did not venture to pass the Dunderberg without lowering their peaks, out of homage to the Heer of the mountain, and it was observed that all such as paid this tribute of respect were suffered to pass unmolested."

One of Irving's most jovial figures is Anthony Van Corlaer, the rotund Dutch trumpeter, who struts through the pages of Knickerbocker's History. Anthony's Nose, the prominent geographical feature of the Highlands, is said to have been named in honor of this quaint and robust character. Irving writes, concerning the subject, as follows:

"It must be known that the nose of Anthony, the trumpeter, was of a very lusty size, strutting boldly from his countenance like a mountain of Golconda, being sumptuously bedecked with rubies and other precious stones—the true regalia of a king of good fellows, which jolly Bacchus grants to all who bouse it heartily at the flagon. Now thus it happened that, bright and early in the morning, the good Anthony, having washed his burly

visage, was leaning over the quarter rail of the galley (of Stuyvesant's yacht in the Highlands), contemplating the glassy wave below. Just at this moment, the illustrious sun, breaking in all his splendor from behind a high bluff of the Highlands, did dart one of his most potent beams full upon the refulgent nose of the sounder of brass—the reflection of which shot straightway down hissing hot into the water and killed a mighty sturgeon that was sporting beside the vessel. This huge monster being, with infinite labor, hoisted on board, being accounted of excellent flavor, except about the wound where it smacked of brimstone—and this, on my veracity, was the first time that sturgeon was ever eaten in these parts by Christian people. When this astonishing miracle came to be known to Peter Stuyvesant, and that he tasted of the unknown fish, he, as may well be supposed, marvelled exceedingly, and, as a monument thereof, he gave the name of Anthony's Nose to a stout promontory in that neighborhood and it has continued to be called Anthony's Nose ever since."

One of the characteristic features of the Hudson River country is its thunderstorms—when Hendrick Hudson and his phantom crew play at nine pins in the mountains. Irving has described a thunderstorm in the Highlands in delightful fashion which is included in his record of Dolph Heyliger's adventures. It follows:

"In the second day of the voyage, they came to the highlands. It was the latter part of a calm, sultry day that they floated gently with the tide between these stern mountains. There was that perfect quiet which prevails over nature in the languor of summer heat. The turning of a plank, or the accidental falling of an oar on deck, was echoed from the mountainside and reverberated along the shores; and if, by chance, the captain gave a shout of command, there were airy tongues which mocked it from every cliff.

"Dolph gazed about him in mute delight and wonder at these scenes of nature's magnificence. To the left, the Dunderberg reared its woody precipices, height over height, forest over forest, away into the deep, summer sky. To the right, strutted forth the bold promontory of Anthony's Nose, with a solitary eagle wheeling about it, while beyond, mountain succeeded to mountain, until they seemed to lock their arms together and confine

this mighty river in their embraces. There was a feeling of quiet luxury in gazing at the broad, green bosoms here and there scooped out among the precipices; or at woodlands high in air, nodding over the edge of some beetling bluff and their foliage all transparent in the yellow sunshine.

"In the midst of his admiration, Dolph remarked a pile of bright, snowy clouds, peering above the western heights. It was succeeded by another and another, each seemingly pushing onward its predecessor and towering with dazzling brilliancy in the deep blue atmosphere; and now muttering peals of thunder were faintly heard rolling behind the mountains. The river, hitherto still and glassy, reflecting pictures of the sky and land, now showed a dark ripple at a distance, as the breeze came creeping up it. The fish-hawks wheeled and screamed and sought their nests on the high, dry trees; the crows flew clamorously to the crevices of the rocks, and all nature seemed conscious of the approaching thunder gust.

"The clouds now rolled in volumes over the mountain tops, the summits still bright and snowy but the lower parts of an inky blackness. The rain began to patter down in broad and scattered drops, the wind freshened and curled up the waves. At length, it seemed as if the bellying clouds were torn open by the mountain tops and complete torrents of rain came rattling down. The lightning leaped from cloud to cloud and streamed quivering against the rocks, splitting and rending the stoutest forest trees. The thunder burst in tremendous explosions, the peals were echoed from mountain to mountain, they crashed upon Dunderburg and rolled up the long defile of the highlands, each headland making a new echo, until old Bull Hill seemed to bellow back the storm.

"For a time, the scudding rack and mist and the sheeted rain almost hid the landscape from the sight. There was a fearful gloom, illumined still more fearfully by the streams of lightning which glittered among the rain drops. Never had Dolph beheld such an absolute warring of the elements. It seemed as if the storm was tearing and rending its way through this mountain defile and had brought all the artillery of heaven into action.

"The vessel was hurried on by the increasing wind until she came to where the river makes a sudden bend, the only one in the

whole course of its majestic career. Just as they turned the point, a violent flaw of wind came swooping down a mountain gully, bending the forest before it and, in a moment, lashing up the river into white froth and foam. The captain saw the danger and cried out to lower sail. Before the order could be obeyed, the flaw struck the sloop and threw her on her beam end. Everything now was fright and confusion. The flapping of the sails, the whistling and rushing of the wind, the bawling of the captain and crew, the shrieking of the passengers, all mingled with the rolling and bellowing of the thunder. In the midst of the uproar, the sloop righted. At the same time, the mainsail shifted, the boom came sweeping the quarter deck and Dolph, who was gazing unguardedly at the clouds, found himself, in a moment, floundering in the river."

Practically every Colonial house, along the Hudson River, has its legends. The Van Cortlandt Manor House at Croton Point, which was built in 1681, is one of these. This ancient stone mansion is said to have a ghost that wanders at times through the rooms with a sound of rustling silk and another that treads heavily through the halls.

The legends of the Hudson are innumerable and one even concerns the site of this old house. Chief Croton, the Sachem who ruled present Croton Point, had an Indian fort, where the Manor House was afterwards built. Here the chief and his warriors made a brave stand against a horde of red enemies, who swept down upon them from the north—probably the fierce Mohawks. The assailants set fire to the palisades and, one by one, the brave defenders fell under the showers of arrows. Fighting to the last and desperately wounded, Chief Croton received a fatal arrow and fell headlong into the flames, as his foes rushed his castle. "But, again and again, it is said, he has appeared in great crises, urging men to courageous deeds."

The famous rock, known as the Devil's Dance Chamber—"Duyvil's Danskamer"—lies on the west shore of the Hudson above Newburgh. Writing of this historic point, Bacon says:

"It is a rock, half an acre in extent (an island by courtesy), where formerly the Indians held their pow-wows. Here, with wild, savage ceremonies, the imaginative sons of the forest invoked their evil spirit. Under the lead of their medicine men,

they worked themselves to a frenzy and chanted invocations. According to the belief of the Dutch skippers, the Devil appeared here to his votaries and set them on when any particularly atrocious deed was to be accomplished. * * * The traditions, relating to this miniature island, commenced when Hendrick Hudson made his voyage of discovery and have reached quite to the present day, for there are many young men—not to mention maidens—who would hesitate long before venturing to spend the lonely hours of night in a solitary vigil on the Dans Kamer."

The interest and charm, lent to the Hudson River by the foregoing fanciful creations, is unmistakable. However, the facts of the history of the Hudson region furnish even more romantic and thrilling literary material than its legends. This can be verified by the reading of the historical chapters of this work.

CHAPTER 88.

THE COUNTY AND CITY OF NEW YORK.

It is impossible to give a present day description of the City of New York within the limits of this chapter. An entire volume would be necessary for that purpose. The fact, that New York is the hub of a metropolitan district which is the largest population center in the world, indicates the impracticability of here giving anything approaching adequate description. In fact, the city should be considered in connection with this great district of ten million people rather than as a municipality by itself.

New York City is the greatest manufacturing, commercial, financial and shipping center on the western hemisphere.

In 1930, the population of New York City was 6,959,491, as compared with 5,620,048 in 1920. The 1930 population, by city boroughs, was: Manhattan, 1,859,847; Bronx, 1,266,734; Brooklyn, 2,596,154; Queens, 1,079,503; Richmond, 157,253.

New York, which was granted a city charter in 1653, is the oldest incorporated city of the 248 largest cities of the country. Its area of 191,360 acres is second only to that of Los Angeles which has 262,896 acres.

Some conception of the magnitude of New York City is given by the record of assessed valuation of property subject to taxes. According to the Department of Taxes and Assessment, in 1930, this valuation was $18,583,987,402. This was 4 per cent. of the wealth of the United States, which was estimated at $320,863,-862,000 in 1930, and it was greater than the assessed valuation of Chicago, Philadelphia, Detroit, Boston, St. Louis and Cleveland combined.

In 1930, the value of the land, buildings and equipment in various public service enterprises, which was owned by the city, was over $750,000,000. The value of the land, buildings and equipment of the city departments was $1,500,000.

In 1929, the total funded debt of the city was $1,858,000,000. Of this, $415,000,000 represented revenue producing enterprises

yielding sufficient returns to pay interest and sinking fund requirements.

As stated, the City of New York is divided into the five boroughs of Manhattan, Bronx, Kings, Queens, and Richmond, which are coterminous with the counties of New York, Bronx, Kings, Queens and Richmond.

Between 1890 and 1910, Greater New York practically underwent a new creation. During that period, it was transformed from a great city to an even greater world metropolis. The change affected every feature of the city. It was consolidated into a compact municipality, divided into five boroughs but closely united under one responsible executive, the Mayor, one financial officer, the Comptroller, and two legislative bodies, the Board of Estimate and Apportionment and the Board of Aldermen. The city was virtually rebuilt with mammoth structures for commercial purposes, while attention was given to better living quarters for working people. A new water supply—the Catskill system—was inaugurated, the city streets were repaved, subways were built, parks were beautified, playgrounds established, millions were spent upon the city school system and the whole business of transportation was modernized. Bridges were built over the East River and both the North and East rivers were tunneled. However, in 1930, it looked as though the city would never catch up with its transportation needs.

During 1928, the foreign shipping which entered the Port of New York, totaled 29,248,000 tons. Close to 7,000 vessels entered and cleared. Over 100 steamship lines make regular connections with the port.

Nine great railway systems have their terminus at the Port of New York—New York Central; Delaware, Lackawanna and Western; Baltimore and Ohio; Erie; Pennsylvania; New York, New Haven and Hartford; Lehigh Valley; Central Railroad of New Jersey, and the Long Island railroads. New York's wonderful port and transportation arteries have made the city what it is today and have brought to it the railroads and the largest number of manufacturers to be found in any city in any part of the world.

The Federal summary of statistics of manufacturing in New York City in 1927, showed there were 27,076 industrial estab-

lishments in the city, with 552,507 wage earners; with annual total wages of $904,646,427, and a total annual value of manufactured products of $5,722,071,259.

In 1929, the entire capital employed in commercial banking in New York City amounted to $2,193,532,600. Including the savings banks deposits, along with those of the other institutions, the total deposits of banks in the city amounted to $12,092,-651,384 and the total resources to over $14,989,693,542.

The Stock Exchange, Cotton Exchange and Produce Exchange are the great trading centers. Those securities, in which members of the New York Stock Exchange are authorized to deal, represented a total of $110,591,000,000, as of January 1, 1930.

The City of New York has one of the finest and purest water supply systems in the world. The chief sources of supply are the Schoharie and Esopus watersheds in the Catskill Mountains and the Croton watershed, lying east of the Hudson River, in Westchester and Putnam counties.

New York City owns 48 bridges crossing navigable streams. In addition to these city owned structures, there are several others owned by transportation companies. The most notable of these is the Hell Gate Bridge, across the East River, which was built and is owned jointly by the Pennsylvania Railroad and the New York, New Haven and Hartford Railroad. The city maintains 10 ferries.

The value of building permits in New York City in 1926 was $1,045,637,500. In 1929, they were $967,953,100, equaling all the permits in the 19 other leading cities of the United States. The great business, hotel and other buildings of the city are too numerous to be listed here.

There were 46 hospitals in New York City in 1930. There were 150 leading hotels with 62,000 rooms for guests. There are innumerable clubs and clubhouses.

There were three public library systems in New York with 97 branches and over 20,000,000 volumes circulated in 1928. The Central Building of the New York Public Library was opened in 1911 and cost $9,000,000. It has a reference library of over 1,750,000 books. There are many special libraries in the city.

The chief museums of the city are: The Metropolitan Museum of Art, the American Museum of Natural History, the Aquarium, the Brooklyn Museum of Arts and Sciences, American Numismatic Society, Hispanic Society of America, Jumel Mansion, Indian Museum, Museum of the City of New York, New York Historical Society, Van Cortlandt Mansion, Dyckman House, Fraunces Tavern.

The principal parks of Greater New York are: Central, Bronx, Van Cortlandt, Battery, Bowling Green, Brooklyn Botanic, Bryant, City Hall, Gramercy, High Bridge, Inwood Hill, Madison Square, Morningside, Mount Morris, New York Botanic Garden, Poe, Prospect, Riverside Drive, Union, Washington Square, New York Zoological Park. The latter has 264 acres with 2,724 specimens of 1,019 species. In 1928, it was visited by 2,759,991 persons.

Other great points of interest in Greater New York are: Custom House, City Hall, Chinatown, Coney Island, Ellis Island, Grant's Tomb, Greenwich Village, Governor's Island, Hall of Fame (at New York University), Navy Yard, Polo Grounds, Roosevelt House, Seamen's Church Institute, Statue of Liberty, Yankee Stadium, Grand Central and Pennsylvania terminals.

Needless to say, New York City has many theatres and innumerable restaurants. In 1928, there were 243 licensed theatres seating 415,682 and 572 licensed motion picture houses with 546,598 seats.

The chief colleges and schools of Greater New York are: Columbia University, New York University, College of the City of New York, Fordham University, Long Island University, Manhattan College, Pratt Institute, Cooper Union Adelphi College, Art Students League, College of Pharmacy of the City of New York, Cornell University Medical College, Hunter College, Institute of Musical Art, General Theological Seminary, Packer Collegiate Institute, Union Theological Seminary, Polytechnic Institute of Brooklyn, Manhattan Industrial High School for Girls, New York Trade School.

There are several great airports in the Metropolitan District, in and adjacent to the city. Chief of these are: Curtiss Valley Stream Airport, Droyer's Point Airport (Jersey City), Essex Field (Caldwell, N. J.), Floyd Bennett Field (Barren Island),

Grand Central Airport (airplane and seaplane base at Secaucus, N. J.), Holmes Airport (Flushing), Mitchell Field (Mineola, L. I.), Newark Metropolitan Airport, North Beach Seaplane Base (Borough of Queens), Roosevelt Field (Garden City, L. I.).

The total number of miles of operating subways, elevated, surface and railway lines, in New York City, in 1930, was 880, with 1,945 miles of track. The total passenger fares, including buses, which were collected in the year ending June 30, 1929, was 3,317,400,000.

The streets of New York total 4,627 miles with 2,295 miles of paved streets, in 1929. The system, of avenues and streets, was planned in 1807. The most famous streets are: Fifth Avenue, Broadway, Bowery, Park Avenue, Wall Street.

In 1922, the total number of public school properties was 1,118, the cost of which was $335,151,000. In 1928, there were 1,040,945 pupils enrolled, with an average daily attendance of 939,591. There were over 100,000 pupils also enrolled in evening high and elementary schools and, in addition, there were large enrollments in vacation schools at playgrounds and evening lectures and recreation centers. The total staff of public school teachers numbered 32,655 in 1928. In 1929, the city spent $180,407,188 for education, inclusive of libraries.

Practically all nearby towns are connected with New York City by bus. Lines also run regularly westward, as far as Chicago, and southward, as far as Miami, Florida. There is no municipally owned automobile camp in Manhattan Borough of New York City, but there is a privately owned camp for 1,000 cars in the Bronx.

Over 100 steamship lines connect regularly with the Port of New York. There are 104 lines in foreign steamship service, operating 160 foreign services. New York is the only port in the world where passengers and shippers find vessels constantly available, which are sailing to all parts of the world.

Among the Hudson River and coastwise lines are the following: Central Hudson Steamboat Co., Catskill Evening Line, Inc., Hudson River Navigation Co., Hudson River Day Line, People's Line, Saugerties and New York Steamboat Co., Central Railroad of New Jersey Boats, Clyde S. S. Line, Fall River Line,

Eastern Steamship Line, Mallory Line, Morgan S. S. Line, New Haven Steamship Line, Old Dominion S. S. Co.

The Port of New York has 994 miles of waterfront, of which 343 are now developed. An ocean steamship enters and one goes out of the port every twenty minutes of daylight each day.

The inland waterway connections of the Port of New York are numerous. It has connection with Buffalo and the Great Lakes by way of the Hudson River and the Erie Division of the Barge Canal; with Lake Champlain and the St. Lawrence River, by way of the Hudson River and the Champlain Canal; New England, by way of Long Island Sound and the Cape Cod Canal; southern states, by the Delaware and Raritan Canal and the Delaware River; the Chesapeake, by the Delaware Canal to Chesapeake Bay ports. Every important railroad in the United States serves New York, either by its own railroads or by through traffic arrangements with the railroads leading to the Port or by coastwise steamship service from some other port.

The tonnage of foreign vessels entering the Port in 1928 was 29,248,000, which was about one-quarter of the total tonnage entering all the ports of the United States. The area of the Port is 175 square miles and it is estimated that any six of the other leading ports of the world could be placed within this area with plenty of room to spare. New York City alone has about 750 piers and there are about 900 in the entire Port.

During 1928, the total number of ocean passengers landed at the Port of New York, from foreign countries, was 616,162. Of these, 320,309 were citizens of the United States and 295,853 aliens. Alien immigrants admitted numbered 155,790, about 54 per cent. of the total number admitted into the United States in 1928.

CHAPTER 89.

THE COUNTY AND BOROUGH OF THE BRONX.

The Borough of the Bronx is coterminous with the County of the Bronx. It is the fastest growing borough of Greater New York. In 1930, the Bronx had a population of 1,266,734 as compared with 872,168 in 1920. This was both the greatest numerical gain and the greatest proportionate gain made by any borough. Bronx County has an area of 41 square miles and it is the second smallest county in the State. New York County, with an area of 22 square miles is the smallest of the State's 62 counties. Considered as a separate city, the Bronx would rank sixth in population in the United States.

The Bronx is the only part of the City of New York which is attached to the mainland. The boroughs of Manhattan, Queens, Kings and Richmond are all located on islands. The Bronx thus has the advantage of being able to expand, which is shared with it by the Borough of Queens on Long Island.

Among the factors which have contributed to the rapid growth of the Bronx are superior transportation facilities, modern housings, fine sanitation and water supply. These factors, in turn, have been reflected in the extremely low death rate and high birth rate of the borough. The Bronx claims to be the healthiest borough of New York City. The fact that the Bronx is generally on high ground makes for the general healthfulness of the area.

The fine and extensive park system of the Bronx is also largely responsible for the good health of the community. The parks cover 4,378 acres and occupy one-sixth the area of the borough. This is a total park area larger than that of any other borough. Pelham Bay Park is the largest park in New York City. Every facility for recreation, exercise and outdoor amusement will be found in these parks. They include bathing, canoeing, rowing, sailing, motor boating, baseball, football, lacrosse, tennis, golf, cricket, hurling and cross-country running. There are three public golf links in the Bronx—two in Van Cortlandt

Park and one in Pelham Bay Park. These are 18 hole courses and they are always crowded with golfers.

The Bronx prides itself on its finely kept streets, boulevards, and parkways, which add to the health and the convenience of its residents. The most famous of these is the Grand Boulevard and Concourse, which now ranks with the foremost thoroughfares of the world.

Although the Bronx is attached to the mainland, it is bordered on three sides by navigable waterways—the East River, Bronx Kills, Harlem River and Hudson River. The borough has about 60 miles of water front, a good part of which is suited to further industrial development.

From 1901 to 1910, the sum of $248,200,000 was spent in building operations in the Bronx; from 1911 to 1920, inclusive, $208,700,000; from 1921 to 1928, inclusive, $1,184,106,580. In 1929, the assessed valuations of Bronx real estate amounted to $1,800,000,000. This amount has rapidly increased from 1929 to 1931, the date of this writing.

The Bronx has modern street and sewer systems and a modern system of lighting on all streets. In 1930, it had 218 miles of trolley lines, bus lines, subways, elevated lines and steam and electric railroads, while water, telephone, telegraph, gas and electric service was then available in practically every part of the borough.

In the business districts of the Bronx are 15,000 retail stores of every kind. Included among them are a number of large and high class department stores.

There are about 100 public elementary schools in the Bronx. These have numerous annexes. There are 45 parochial schools, a continuation school, fine high schools, two universities and two colleges in the borough.

There are approximately 200 places of worship in the Bronx. They are about equally divided between the Christian denominations and those of Jewish faith.

The Bronx is logically a favored industrial area of New York City. In its borders it has both skilled and unskilled labor; freight and terminal facilities superior to those of other boroughs; broad, highly improved thoroughfares, and transit facilities extending everywhere throughout the borough.

In the matter of railroad facilities, there is little to be desired. Every trunk line entering New York, with the exception of the Pennsylvania Railroad, has a terminal in the Bronx.

The layout of the streets, in the industrial zones, is extremely favorable for manufacturing. The thoroughfares are wide, well-built, low graded for the most part and radiate from the railroad and steamship terminals like the spokes of a wheel. In 1929, there were over 2,300 industrial establishments in the Bronx. The chief manufactures were women's apparel, pianos, food products and metals.

The Bronx has many institutional, public and semi-public buildings. The chief points of interest in the borough are the following: Bronx Zoo, Botanical Museum and Garden, Bronx Park; Van Cortlandt Mansion, Colonial Garden, Lake, Indian Field, Van Cortlandt Park; Bronx World War Victory Monument, Moshula Parkway, near Hull Avenue; Joseph Rodman Drake Monument, Drake Park; Falls and Gorge of the Bronx River, Bronx Park; Glover's Rock, Pelham Bay Park; Gouverneur Morris' grave, St. Ann's Churchyard, 140th Street and St. Ann's Avenue; Hall of Fame, New York University; Heads and Horns Museum, Zoological Park, Bronx Park; Hell Gate Bridge, across Bronx Kills and East River; High Bridge; Indian Graveyard, Pelham Bay Park; Indian Museum, Heye Foundation, Eastern Boulevard, near Country Club Road; Lorelei Fountain, 161st Street and Grand Concourse; Edgar Allen Poe Monument and Cottage, Poe Park; Memorial Stadium and Playfield, Pelham Bay Park; Soldiers' Cemetery, 180th Street and Bryant Avenue; Split Rock, Pelham Bay Park; Rocking Stone, Bronx Zoological Park; Washington Bridge; Henry Hudson Monument, overlooking Spuyten Duyvil and Hudson River.

The borough and county of the Bronx was included within the county of Westchester until 1874, for the western part of the Borough, and, until 1895, for the eastern part. Its history is, until these dates, that of the county. The county also included the islands contiguous to its shores. By act of the State Legislature on March 7, 1788, all the counties were divided into townships. There were twenty-one of these in Westchester County, following very closely the lines of the ancient manors and patents. The section under consideration, was formerly within the town-

ships of Yonkers, Morrisania, Eastchester, Pelham and Westchester.

On January 1, 1898, the charter of Greater New York went into effect and the whole annexed section, north of the Harlem River, became officially known as the Borough of the Bronx. The new borough section ceased to be part of Westchester County and became part of New York County.

In 1912, the formation of the Borough into the County of Bronx was submitted to the voters of the area and the vote was for such a new state division. Accordingly, Bronx County was organized in 1913.

Stephen Jenkins wrote as follows of Bronx Borough in 1912:

"The surface of the Borough is such as to present all varieties of scenery and, in its wild state, it must have shown scenes of surpassing rural and sylvan beauty. In fact, even today, one is pleased with the vistas of hills and streams in the more sparsely settled parts.

"The elevated portions of the Borough are continuations of the ranges of hills of Westchester County and, speaking generally, run north and south, parallel to the Hudson. The valleys between are occupied by streams flowing to the southward and are comparatively level, so that they became the way of the earlier roads and, later, of the railroads. These elevations rise to a height of two hundred feet in many places, and do not fall below a hundred, except in the slopes to the valleys. The westernmost ridge extends from Yonkers to Spuyten Duyvil Creek, through Mount St. Vincent, Riverdale and Hudson Park. In Riverdale, is the highest elevation in the Borough, 282 feet. This ridge has a sharp descent to the Hudson and presents a bold frontage when viewed from that river. The streams emptying into the Hudson are few and short, the longest being Dogwood Brook, near West 247th Street. On the east, the slope is almost equally abrupt to the valley of Tippett's Brook. The lower part of this valley is flat, meadow land reaching, in places, over half a mile in width. At its southern end, is a rocky islet in this sea of meadow, upon which the principal part of the former village of Kingsbridge is situated. In ancient times, it was the core of the island of Paparinemo or Paparinemin.

"The second ridge extends from the Yonkers line to Central Bridge and is the dividing line between Tippett's Brook and the Harlem River, on the west, and the Bronx River, Cromwell's Creek and Mill Brook on the east. It presents a bold front to the river all the way from Kingsbridge to Central Bridge. Its southern terminus is known as Devoe's Point, after one of the original proprietors, a descendant of the original proprietor, Daniel Turneur. This ridge is known as the Fordham Ridge. Its northern boundary is called Woodlawn Heights. Several brooks find their way down the easterly slope into the Bronx River. The valley, between the Fordham Ridge and the ridge, on the easterly side of the Bronx valley, is wide at its southern part, allowing of several minor ridges forming the valley of Mill Brook.

"The ridge, forming the eastern side of the Bronx valley, has a considerable elevation at Wakefield and Williamsbridge, but it falls away gradually towards the shores of the East River and the Sound, so that they present, in general, the appearance of low salt meadows, which, at unusual high tides, are awash. Castle Hill Neck, below Unionport, is an elevation of sixty feet, separating Rugsley's and Westchester creeks. To the eastward of Westchester Creek, is Throgg's Neck, which does not rise higher than fifty feet. Before the Westchester meadows were filled in Eastchester Bay, the Sound and Westchester Creek virtually used to make an island of Throgg's Neck at high tides.

"Tippett's Brook has its rise near Valentine's Hill in Yonkers and empties into Spuyten Duyvil Creek, almost equally dividing the former township of Kingsbridge. Its Indian name was Moshulu. Just below High Bridge, there was formerly a small stream emptying into the Harlem River, which constituted the northern boundary of Turneur's patent. It has disappeared under modern improvements. A considerable extent of wet meadow lines the shore of the Harlem River, below the Fordham Ridge. Below High Bridge, this meadow formerly constituted Crab, or 'Crabbe,' Island of the ancient records. Cromwell's Creek had its origin about East 178th Street and Jerome Avenue and emptied into the Harlem River south of Central Bridge, but the stream has been filled in. Jerome Avenue follows the valley of the old stream for a considerable distance.

"Mill Brook was an equally important watercourse in former days and it about equally divided the ancient manor of Morrisania. It had its rise near East 170th Street, between Claremont and Crotona parks, and emptied into the East River near the manor house. In the improvements in the decade before 1900, the stream disappeared within a great sewer under Brook Avenue, which follows approximately the bed of the old stream.

"Bungay Creek was composed of two branches rising in Crotona Park and uniting at East 170th Street, whence it flowed into the East River above Port Morris. Intervale Avenue follows very closely the course of the old stream. From its crossing at Westchester Avenue to the river, it formed the boundary between the manor of Morrisania and the West Farms patent of Richardson and Jessup.

"The next stream to the eastward is the longest and most important of all—the Bronx—which has given its name to the Borough. It has its origin in the distant hills of North Castle, Westchester County, and flows into the East River, after a course of more than thirty miles. Its Indian name was Aquahung, 'a high bluff or bank,' but it derives its present name from the first white owner of the soil, Jonas Bronk. It is navigable for small vessels for about three miles from its mouth. It was a very important stream during the Revolution as, during the Westchester campaign of 1776, it constituted a barrier between the armies of Washington and Howe. There is a tradition that Admiral Lord Howe impressed some Americans familiar with the locality to pilot his ships up the Bronx in order to bombard Washington out of his entrenched camps on the west of the stream. We can imagine a 74 gun ship-of-the-line attempting to sail up the beautiful, romantic, but shallow stream!"

Since the foregoing was written about 1916, the course of development and construction, in Bronx Borough and County, have materially altered the aspect of that region. Eventually, its landscape features will be largely masked by a complete mantle of buildings, in the same manner that the topographical features of Manhattan Island have become nearly all obscured by structures which cover the entire borough, aside from its parks.

The most important outlet stream of the Bronx is Wilkins' or Pugsley's Creek. It forms the landward boundary of Cornell's

Neck. Between Pugsley's Creek and Westchester Creek is Castle Hill Neck, so called because the Weckquaesgeek Indians had a large "castle" or stockade on the high land between the creeks. On the south side of Throgg's Neck, is Baxter's Creek and the north side, Weir Creek. Throgg's Neck, on the Bronx Borough side, and Willett's Point, on the Long Island, or Queens Borough, side are the separating points between the East River and Long Island Sound.

Eastchester Bay lies between Throgg's Neck on the south and City Island and Rodman's Neck on the north. Eastchester Creek, or Hutchinson's River, empties into Eastchester Creek, after a course of eight miles from Scarsdale. Between Rodman's Neck and Hunter's Island, lies Pelham Bay.

North and South Brother Islands lie in the East River, a short distance above Port Morris. North Brother Island is used by the New York City government as the site of a hospital for infectious and contagious diseases.

Riker's Island lies near the mouth of Flushing Bay on Long Island. It has an area of 400 acres and is used for garbage incineration purposes.

City Island, with an area of 230 acres, lies off Rodman's Neck on the northerly side of Eastchester Bay. Hart Island, of 85 acres, lies to the eastward of City Island. There are many islands lying along the Bronx shore of the Sound, eastward from City Island.

The southern end of Riverdale Ridge is known as Spuyten Duyvil Neck. On its summit, the Hendrick Hudson monument is located. The Manhattan Indians had a village on Spuyten Duyvil Ridge, which they called Nipnichsen, meaning "a small pond or watering place." They named the section Shorakapkock, meaning "the sitting down place," referring to the fact that here the traveler had to sit down and wait for the tide to fall on Spuyten Duyvil Creek before he was able to cross.

Port Morris is situated on a neck of land jutting into the East River. It was originally called Stony Point. It was formerly a part of the manor of Morrisania and the Morrises counted on making it a rival of New York, on account of the depth of the water and its convenient location for large vessels. The *Great Eastern* once anchored off the point. Port Morris was a regular

port of entry for several years, with its own custom-house. The project of developing the place as a port has been revived and will probably be carried out in time.

Oak Point lies to the east of Port Morris.

The neck to the west of the Bronx River is known as Hunts Point, after the proprietor of 1688. The neck, between the Bronx River and Wilkins' Creek, is known as Cornell's Neck after the proprietor of 1646. Its extremity is known as Clason Point. Castle Hill Neck is the next point eastward. On the eastern side of Westchester Creek is Ferris Neck. Throgg's Neck is the long, narrow point, on the extremity of which Fort Schuyler is situated. It takes its name from John Throgmorton, the original proprietor of 1643.

Rodman's Neck was the site of the settlement of Anne Hutchinson. It lies between the Sound on the north and Eastchester Bay on the south and it is the largest of all the "necks" which project from the shore of Bronx Borough into Long Island Sound.

Bronx Parkway is one of the great park features of the borough. It follows the course of the Bronx River from Kensico to West Farms, in Bronx Borough and Westchester County. It comprises about 125 acres in the Bronx and 900 acres in Westchester County.

By condemnation proceedings, the City of New York, in 1888, acquired Van Cortlandt, Bronx, Pelham Bay, Crotona, St. Mary's and Claremont parks in present Bronx Borough.

Van Cortlandt Park contains the Van Cortlandt house, built in 1748; a lake, golf links, a great parade ground and attractive landscape features. Bronx Park has a great zoo and botanical museum. Pelham Bay Park is a waterside park which has had great recreational development.

In 1640, Jonas Bronk bought 500 acres of land from the Indians, between the Harlem and Bronx rivers. Bronk was a Dane or Swede who settled in Amsterdam, Holland, where he married a Dutch wife, Antonia Slagboom. Bronk moved to Manhattan in 1639. After buying his lands in the present Bronx Borough in 1640, Bronk erected a stone house and barns and barracks. The site of Bronk's house became that of Colonel Lewis Morris and, later, of the Bronx manor house, which was demolished a number of years ago.

Anne Hutchinson was an early settler of the Bronx. Because of religious intolerance, she left Boston and settled on Rodman's Neck in 1643. Her death at the hands of Indians is given in the historical chapters of this work.

In 1642, John Throgmorton led 35 Quaker families to the settlement of Throgg's Neck. Many of these settlers were massacred in Kieft's Indian wars.

In 1646 Adriaen Vander Donck received his Yonkers patent, which included much land in the Riverdale and Van Cortlandt Park sections of the Bronx. These sections were subsequently purchased by the Philipse family.

In 1654-1655, a number of New Englanders settled near Westchester Creek. After much trouble, they were allowed to remain by Stuyvesant.

Other settlements followed but there was little development of Bronx Borough under Dutch rule. When English rule began, in 1664, the only village settlement was that at Westchester.

In 1662, Governor Stuyvesant granted to the English towns of Long Island and Westchester the right to nominate their own magistrates and hold their own courts.

In 1667, Jan Arcer, or John Archer, bought lands of the former Vander Donck patent near later Kingsbridge. In 1669, Governor Lovelace granted Arcer leave to settle sixteen families at this "dorp" or village.

In 1670, Captain Richard Morris bought the estate of Jonas Bronk, the original settler.

Numerous settlements were made in present Bronx Borough, prior to the year 1700, and it was a well populated section of New York Province at the beginning of the Revolution.

In 1683, Westchester County was created. Bronx Borough was part of that county until 1874, when its western part was annexed to New York City and, in 1895, the eastern section was included in this borough of Greater New York. The area of the county is 26,017 acres or about 39⅓ square miles.

Bronx County and Borough bore an important part in the Revolutionary history of the Hudson River and the State of New York. British forts dominated its southern boundaries after 1776, while the rest of the region lay largely in the Neutral Ground which was devastated by the guerilla warfare which

went on between the American and the British lines for five years —from 1777 until 1782.

At the beginning of the Revolution, the majority of the people of Westchester County, including the present Borough of the Bronx, were either indifferent or openly hostile to the patriot cause. However, after the battle of Lexington, a strong Whig or patriot sentiment developed. On the news of Lexington about 250 cannon, of all shapes, sizes and materials, were stored at Kingsbridge. Although Tories attempted to injure these, they were later mounted in American fortifications. Three forts were also begun at Kingsbridge—on Marble Hill, Spuyten Duyvil Ridge and Tethard's Hill. When Washington went to New York City in 1776, he ordered seven forts built in the Kingsbridge neighborhood.

On October 20, Washington learned that Howe's British force was at New Rochelle. The American commander went to White Plains and directed the disposition of the patriot troops. On the 21st of October, the American Army withdrew northward from its positions at Fordham and Kingsbridge. A force was left to garrison Forts Washington and Lee. It was under command of General Nathanael Greene. The Harlem River and Spuyten Duyvil forts were all dismantled or destroyed.

On October 22, General Knyphausen, with 8,000 Hessians, joined Howe at New Rochelle. On the same day, Howe marched for White Plains leaving the Germans behind. Knyphausen led his troops back to Washington Heights and prepared for the attack upon Fort Washington. He took possession of the abandoned posts on the Harlem and the Spuyten Duyvil. Lord Cornwallis, with his troops aboard a fleet, sailed up the Harlem River and through the Spuyten Duyvil Creek to the Hudson for an attack on the fort from the river side.

The battle of White Plains took place on October 28. Although the Americans were forced from the field, Howe later withdrew from their front on November 4 and marched back to New York. His campaign was a failure.

On November 16, 1776, Fort Washington fell before the enemy's assault. Holding the fort had been a grave mistake. Washington had done it to please Congress.

The chief roads of Bronx Borough were and are: the Albany Post Road, U. S. Route 9, and the Boston Post Road, U. S. Route 1. The first ferry between Harlem and "Brouncksland" was established in 1667. Thus the ferry was built before the Albany Post Road was constructed. This ferry, however, was abandoned in 1669 and one was started on the Spuyten Duyvil. In 1693, Frederick Philipse built a bridge over that creek on the location of the later Broadway bridge. A road was built connecting the bridge with the Albany Post Road and the Boston Post Road.

The Albany Post Road was opened, between the Spuyten Duyvil and the Sawkill at present Yonkers, as early as 1669. It was not until 1785 that stages ran from New York to Albany over the Albany Post Road.

The Boston Post Road through the Bronx had its beginnings before 1673. Both present U. S. Route 1 and U. S. Route 9 were originally Indian trails. The first mail went by post rider over the Boston Post Road in 1673. In 1698, there was a regular weekly post between New York and Boston.

CHAPTER 90.

THE COUNTY OF WESTCHESTER.

CITIES OF YONKERS, MOUNT VERNON, NEW ROCHELLE, WHITE PLAINS.

Westchester is one of the original counties of New York State which were set off in 1683. It originally embraced present Bronx County and the history of the latter area is that of Westchester County, prior to 1913, when the Bronx was erected as a county.

Bolton's "History of the County of Westchester" has the following quotation regarding the county:

"The County of Westchester comprises a very important section of this State. Washed on the west by the Hudson, on the south by the East River and Long Island Sound, it enjoys very superior advantages for trade and commerce, with a fine soil for agriculture and a charming diversity of surface and of elegant situation, while its contiguity to the great commercial metropolis of North America, completes a proud superiority of geographical position.

"The northwest corner is considerably broken by the southeast border of the Highlands, of a mountainous character, and a range of hills of moderate height extends from York Island toward the northeast extremity, on which are situated the heights and hills much known in the Revolutionary War, particularly in the year 1776.

"Besides Harlem, Hudson and East rivers, forming the boundaries, there are several small streams that afford many mill seats. Peekskill Creek and Croton River, which rises in Dutchess and Putnam counties, run southwestward across the northwestern part of Westchester County to the Hudson. Saw Mill River runs from Mount Pleasant to the Hudson at Yonkers, and Bronx River, the largest, Hutchinson and Mamaroneck rivers run south into the East River [or Long Island Sound]. Byram River runs from Westchester, principally in Connecticut, and forms two miles of the State boundary from its mouth in Long Island Sound, which

receives some other small streams from the southeast angle of Westchester County, direct across the southwest angle of Connecticut.

"The County of Westchester is based on primitive rock called hypogene, or granite gneiss, long ridges of which intersect the county, with here and there small veins of iron ore and quartz. Large numbers of granite boulders are found here, both inland and on the coast, also some fine quarries of white marble. * * *

"This county suffered severely during the Revolution. The whole southern part was marked by the marches, works of defense or skirmishes and battles of hostile armies. * * * The British [in 1776], with a numerous army and powerful marine, were in possession of New York, while Washington, with an inferior and badly supplied army, dispirited by the affair of Long Island, was merely manouvering to keep them in check. The battle of White Plains, October 28th, will long be remembered, as will the dismal prospect of that year, when the Patriot Fathers of America had still the courage to declare Independence and assert the rights of nature and of nations."

The County of Westchester, in 1930, formed one of the most important county divisions in New York State. Among its chief features are its splendid park system and its magnificent county community center.

Westchester County comprises the cities of Yonkers, New Rochelle, Mount Vernon and White Plains and the towns of Bedford, Cortlandt, Eastchester, Greenburg, Harrison, Lewisboro, Mamaroneck, Mount Pleasant, Newcastle, North Castle, North Salem, Ossining, Pelham, Poundridge, Rye, Scarsdale, Somers, Yorktown. White Plains is the county seat.

Westchester County had a 1930 population of 516,744, as compared with 344,436 in 1920.

Following are the 1930 and 1920 populations of the cities: Yonkers, 1930, 135,123; 1920, 100,176. Mount Vernon, 1930, 61,270; 1920, 42,726. New Rochelle, 1930, 54,055; 1920, 36,213. White Plains, 1930, 35,604; 1920, 21,031.

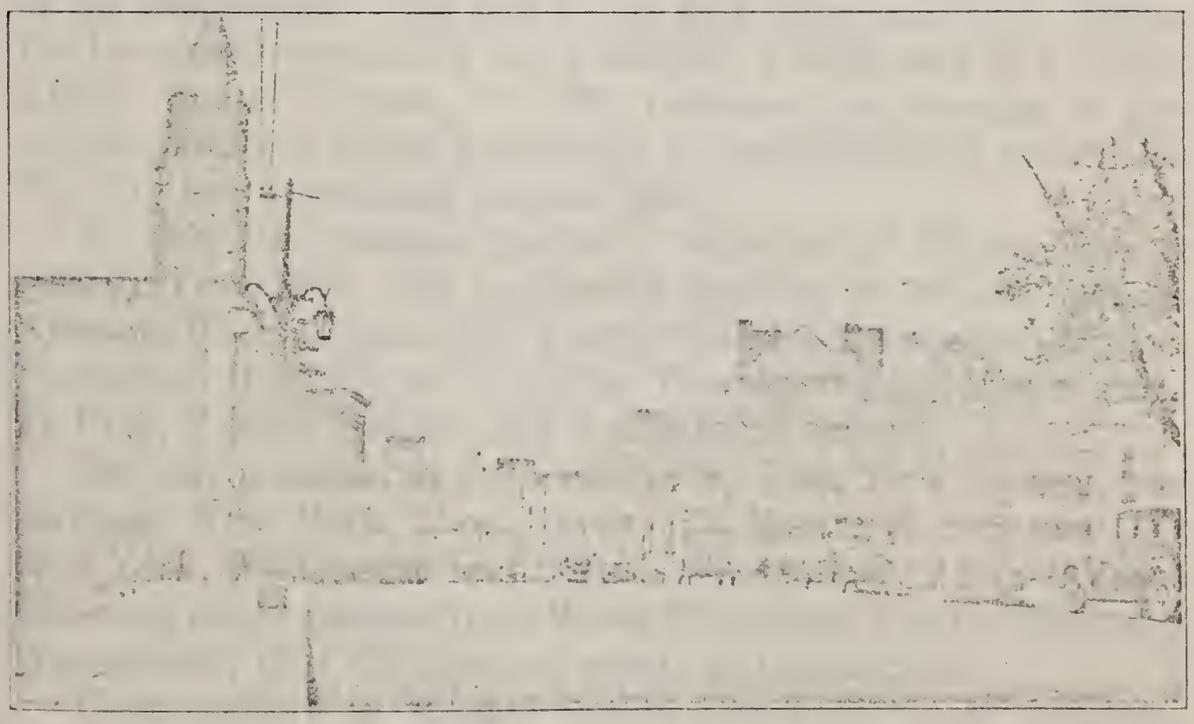
Following are the villages of Westchester County, with their 1930 populations: Ardsley, 1,135; Briarcliff Manor, 1,794; Bronxville, 6,256; Croton-on-Hudson, 2,436; Dobbs Ferry, 5,691; Elmsford, 2,939; Hastings-on-Hudson, 7,041; Irvington, 3,061;

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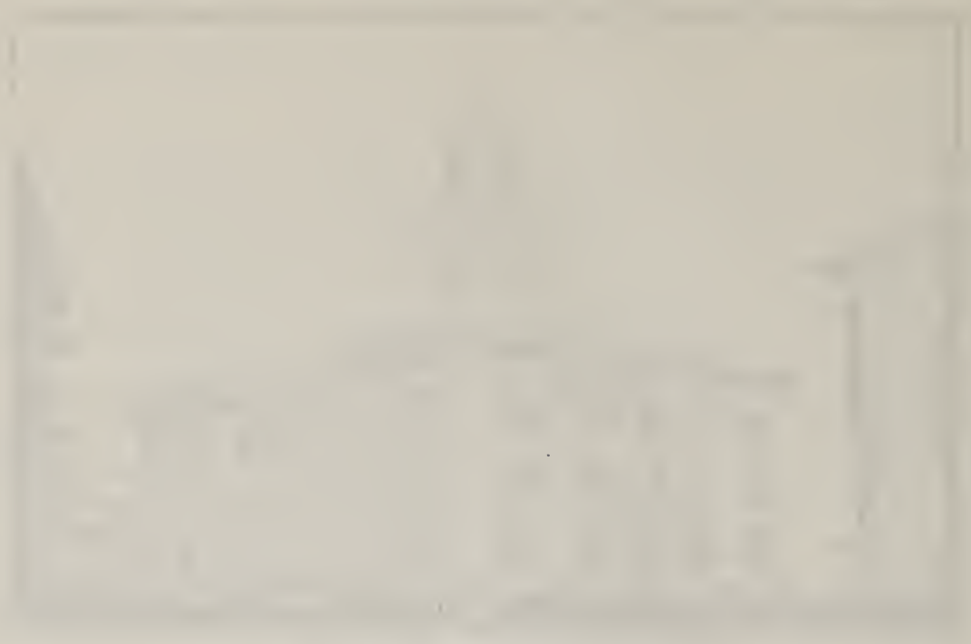
YONKERS CITY HALL

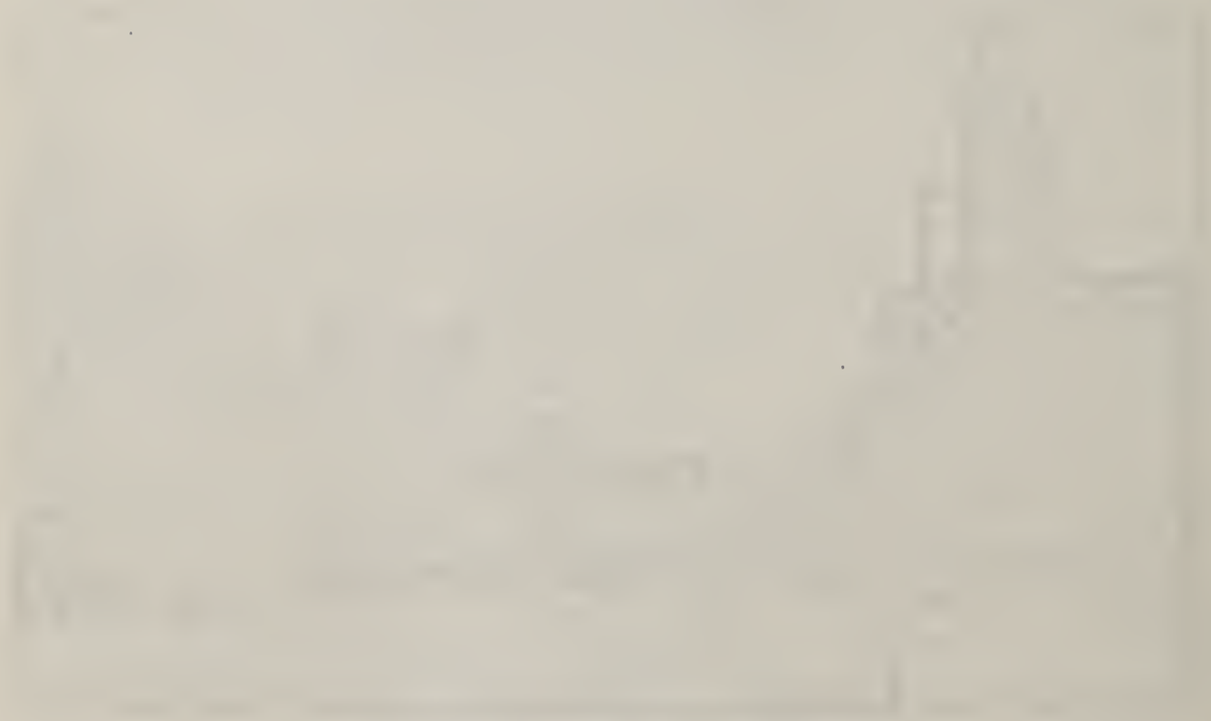
This beautiful building stands on a commanding height and is seen from many parts of the city and from boats on the Hudson River



UPPER BROADWAY, YONKERS

From left to right are seen the K. of C. building, spire of the Church of St. Mary, the Y. W. C. A. buildng, Proctors Theatre and the Yonkers High School





Larchmont, 5,314; Mamaroneck, 11,681; Mt. Kisco, 5,095; North Pelham, 4,837; North Tarrytown, 7,416; Ossining, 15,581; Peekskill, 17,758; Pelham, 2,031; Pelham Manor, 4,922; Pleasantville, 4,558; Port Chester, 22,412; Rye, 8,559; Scarsdale, 9,664; Tarrytown, 6,740; Tuckahoe, 6,203.

THE CITY OF MOUNT VERNON.

Mount Vernon dates its founding from 1851, when an organization, known as the Industrial Home Association, was formed to develop the city. Jay Gould built a hotel on the city's site in that year, when the area was undeveloped country or farm land.

Mount Vernon is approximately 14 miles from New York City's Grand Central Terminal. Its area is only 4.21 square miles and it is the third smallest city in the United States. It is bounded by the Bronx, Yonkers, Pelham and Bronxville as well as by the Bronx and Hutchinson rivers and Eastchester Creek.

In 1930, Mount Vernon had a population of 61,270, as compared with 42,726 in 1920.

Mount Vernon is well situated for the benefit of the health of the community. The city is 180 feet above sea level. It has the low death rate of 9.2 per 1,000 and a birth rate of 17.7 per 1,000. Mount Vernon, in 1930, consumed an average of five million gallons of water, purchasing it from the City of New York. The city has a sewerage disposal plant.

In 1930, the assessed property valuation of Mount Vernon was $181,000,000. The residential sections of the city include Alameda Park, Chester Hill, Chester Hill Park, Corcoran Manor, Fleetwood, Hunt Estate, Langdon Terrace, Oakley Manor, Sunny Brae, Vernon Heights and West Mount Vernon.

The city is served by three railroads: New York Central, two stations; New York, New Haven and Hartford, two stations; New York, Westchester and Boston, six stations. All trains connect with motor coaches from White Plains and Rye for Northern Westchester, Port Chester and points in Connecticut.

Civic welfare in Mount Vernon has made rapid progress. The new City Hall, which was completed in 1929, is one of the finest civic buildings in New York State. The Bronx River Parkway, the Cross County Parkway and Hutchinson Boulevard are

features of civic progress. These three beautiful roads have aided in conducting a large volume of tourist traffic through the city.

Mount Vernon has a council form of government, consisting of a mayor (elected every four years) and five aldermen. The local police department consists of 120 officers. The force has a detective bureau and traffic bureau. In 1930, the city fire department numbered 39 paid and 488 volunteer firemen.

The Mount Vernon Hospital has 150 beds and averages about 20 physicians in attendance.

The city public library has 80,000 volumes, 16,000 registered borrowers and an estimated annual circulation of about 475,000 books.

In 1930, there were 45 churches in the city.

In 1930, Mount Vernon had 13 grade schools, one high school, a school of industrial arts and three parochial schools. There were 10,709 pupils registered in the public schools and 1,497 students in the high school. In these schools, 427 teachers were employed. The School of Industrial Arts gives girls a domestic science course and, for the boys, trade training in electrical construction, machine shop work, automobile repairing, woodworking and painting.

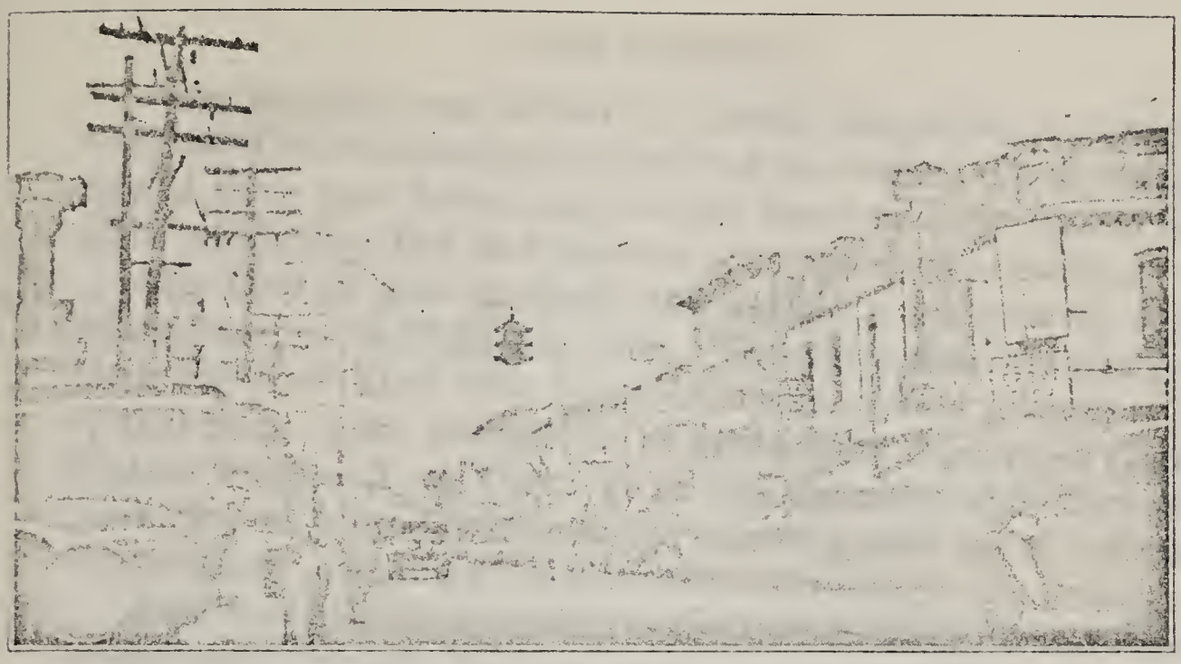
Yonkers is the first industrial center in Westchester County and Mount Vernon is second. There were 42 dress manufacturing plants in the city in 1930, with about 1,000 workers. Other manufactured products of Mount Vernon are dyes, paper clips and tags, electrical goods and parts, electric trucks, bronze castings, printing presses, weather strips, macaroni, chemicals, silverware, golf supplies, optical lenses, mops, pads, beverages, screens. There are a total of 75 manufacturers in the city, with about 26,600 employes.

Eastchester Creek is the harbor of Mount Vernon. An average of 30 barges a day pass under the bridge, which connects Mount Vernon with Pelham.

The city has four theatres (vaudeville and motion pictures) with a seating capacity of 6,200.

In 1930, Mount Vernon had the lowest fire loss of any city of its size in the state.

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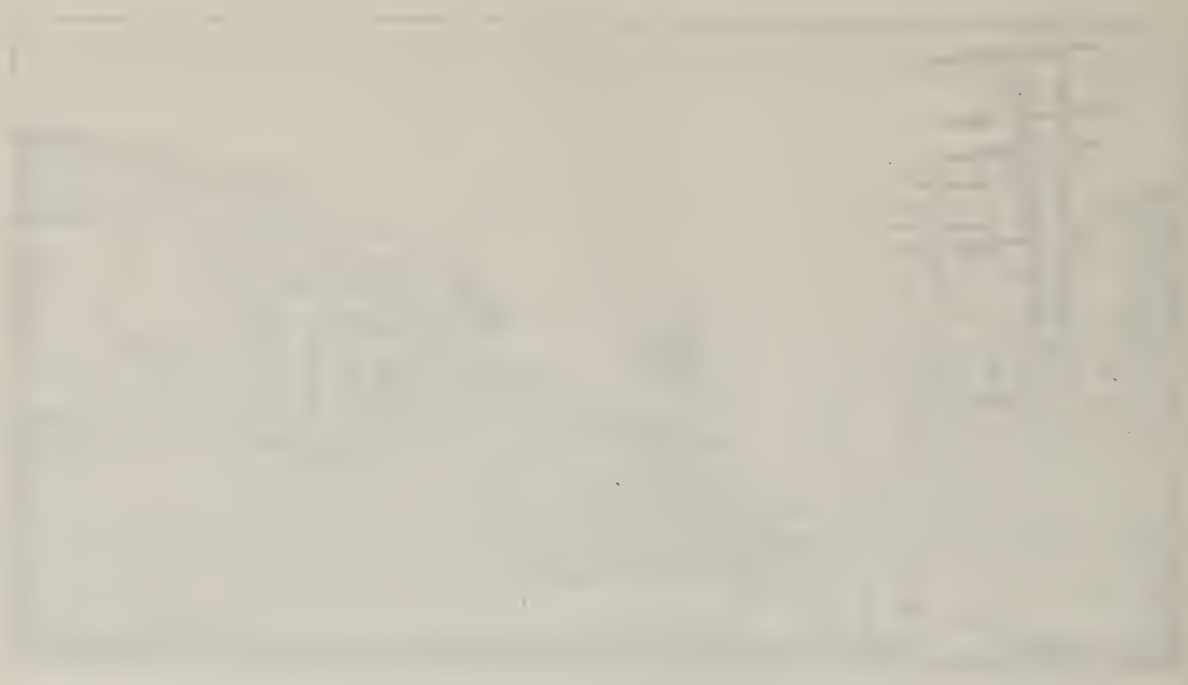


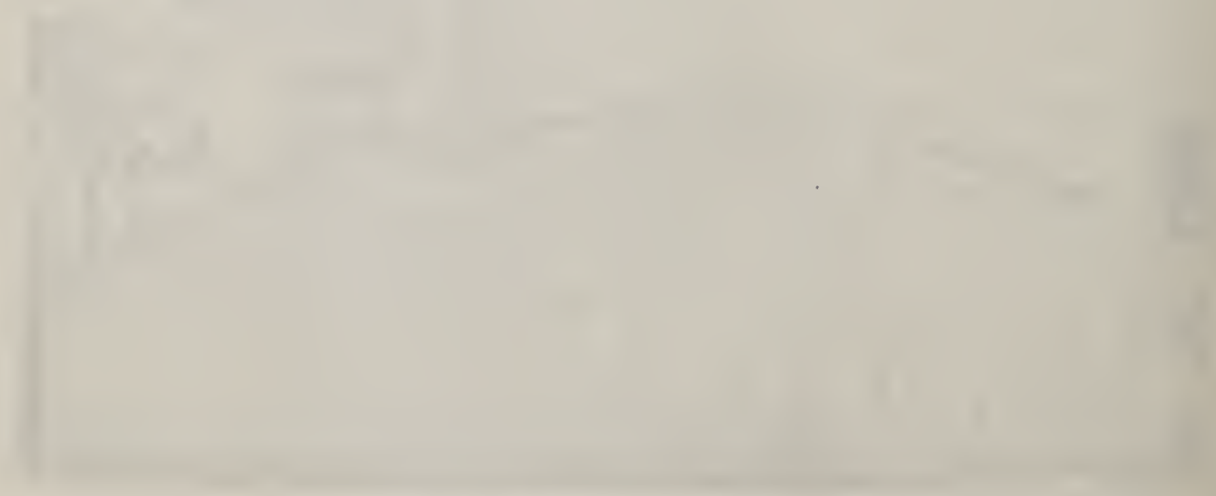
BUSINESS SECTION, NEW ROCHELLE



CITY HALL, MOUNT VERNON

This splendid example of a municipal building is of pure Colonial architecture with the most modern appointments throughout. One of the finest city halls in New York state





NEW ROCHELLE.

New Rochelle was settled by French Huguenots in 1688, as mentioned in the historical chapters of this work. These refugees named their new home after an old home in their native land, from which they had fled because of religious oppression.

The City of New Rochelle had a 1930 population of 54,055 as compared with 36,213 in 1920. The city is essentially a home place for New York City business people and its growth is due to that fact. New Rochelle is 16 miles from the Grand Central Station in New York City. Over 100 trains to and from New York stop in New Rochelle daily, running over three railroads. Public buses also make connections.

New Rochelle has a beautiful location on Long Island Sound, where many islands line the shore. Consequently water sports take a natural popular precedence, including yachting, bathing and rowing. There is a tennis club in the city and several golf courses.

The city has a splendid school system, including two high schools and two junior high schools. The College of New Rochelle is the largest Catholic college for women in the United States. A fine public library is located in the city. The city has many clubs and organizations, part of whose aims are city progress. New Rochelle spends $2,500,000 yearly for city maintenance and progress. Of this, $1,000,000 is spent for the care and upkeep of its schools. The city has an excellent hospital.

New Rochelle has kept itself largely a residential community. The city has a very complete retail business section and its stores carry stocks which supply all demands, whether for essentials or luxuries.

Few cities in America can boast a site more picturesque and healthful than New Rochelle. In all its rapid development, the city has kept to its determination of remaining a "place of homes." The city is zoned so that property is well protected from nuisance and crowding. The maintenance of its beauty and openness is watched over by a vigilant planning committee. New Rochelle is noted as the home of many artists, writers, actors, and musicians.

WHITE PLAINS.

White Plains is on the Harlem Division of the New York Central Railroad and New York State Route 22, the Bronx Parkway. It also lies on the Bronx River. It has several industries and has grown rapidly as a suburb of the New York Metropolitan District. It is the county seat of Westchester County. The beautiful county community center, which was erected in 1930, is located here.

The city has a number of important educational institutions. Bloomingdale Asylum for the Insane occupies a prominent place overlooking the city. There are several beautiful lakes near the city, which are connected with the water supply system of New York City. White Plains was incorporated as a village in 1886. It was chartered as a city in 1916. It had a population of 35,830 in 1930 as compared with 21,031 in 1920.

THE CITY OF YONKERS.

The City of Yonkers is the fifth city in size in New York State, New York, Buffalo, Rochester and Syracuse ranking ahead of it. It has had a marked growth in recent years due, both to its industrial, transportation and commercial importance and to its close proximity to New York, which makes it a favorite residential suburb of the world's greatest city.

Following are recent population figures of Yonkers: 1915, 90,948; 1920, 100,176; 1925, 113,647; 1930, 135,123.

The development of Yonkers as a population center did not begin until the construction of the Hudson River Railroad in the mid-nineteenth century. Mills, a few stores and houses comprised the place up until that time. The early history of this section is comprised in the earlier chapters of this work.

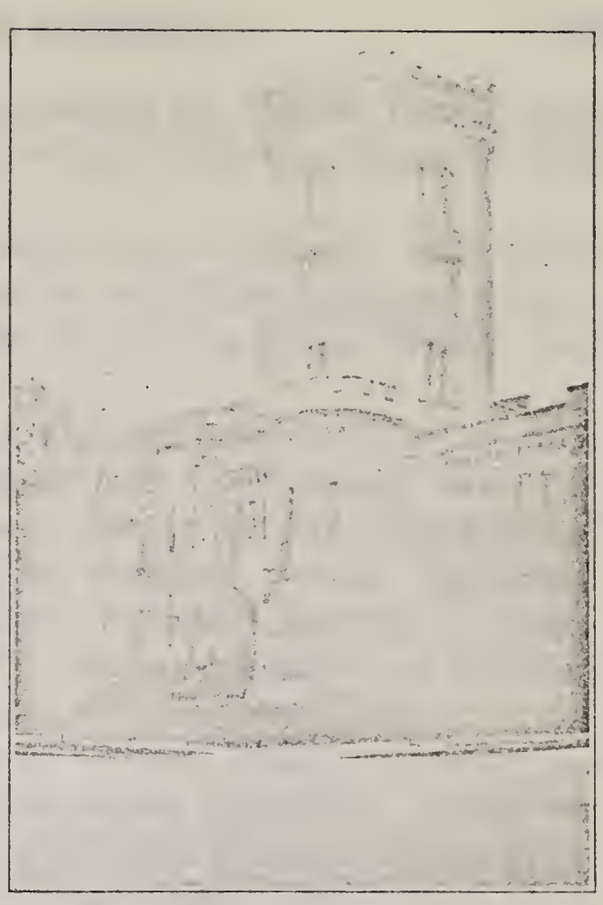
Yonkers became part of Philipse Manor in 1672 and it was called Philipsburg. The lower Philipse Manor House was built of stone here in 1682. A large addition was erected in 1740. It was the City Hall for many years. This important place is now a fine historical museum.

The town of Yonkers was created in 1788 and, in 1855, it was incorporated as a village. In 1872, the town of Yonkers

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WESTCHESTER COUNTY COURT HOUSE, WHITE PLAINS

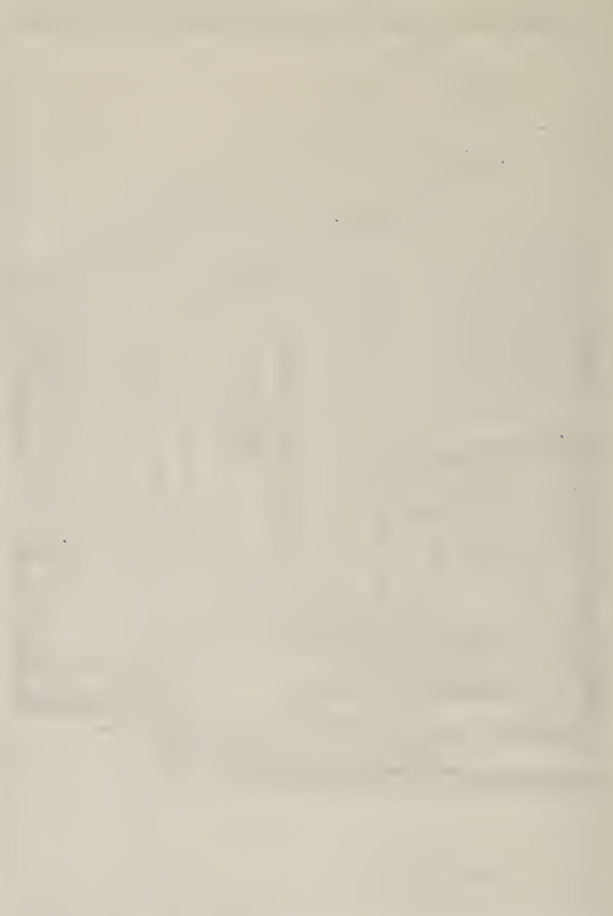


102nd MEDICAL REGIMENT, NEW YORK GUARD, ARMORY, WHITE PLAINS



BUSINESS SECTION, WHITE PLAINS







was divided. The northern part became the City of Yonkers and the southern part became Kingsbridge, which was joined to New York City in 1874.

The New York Central Railroad serves Yonkers. The Hudson River affords steamer connection with New York and Albany for passengers and freight. The city is also on the Albany Post Road, U. S. Route 9.

Yonkers is a great industrial city. In periods of full production, its carpet and rug mills employ over 5,000 people. Its other chief articles of manufacture are: Sugar, rubber, foundry and machine shop products, electrical supplies, patent medicines, fuels, electric motors, confectionery, furniture, roofing, clothing, hats, besides the Otis Elevator Co. works, ship and boat building works, bridge works, lumber, flour and grist mills, etc.

Yonkers is built on a series of terraces which rise from the Hudson to an elevation of 426 feet above tidewater. From the city's hills, fine views are obtainable of the Palisades of the Hudson opposite and of the river for many miles. Many New York business men have their homes in the attractive residential sections.

Yonkers has a frontage of about 5 miles on the Hudson and, on its eastern boundaries, it extends along the Bronx River for about 7 miles. It has about 120 miles of streets, many of which are lined with shade trees. The most outstanding public building is the City Hall, which occupies a commanding position on a height back of Geety Square, the city's "busy corner." The city has fine schools, churches, public and private buildings.

The city has the Homeopathic Hospital, St. John's Riverside Hospital, Saint Joseph's Hospital, Leake and Watts Orphan Home, Hebrew Home for the Aged and Infirm. The Public Library is a handsome building adjacent to the City Hall. Other important buildings are: Hollywood Inn for Workingmen, with a library of 10,000 volumes; the Women's Institute Library, St. Joseph's Training School for Nurses, Yonkers High School, Knights of Columbus, Y. M. C. A. and Y. W. C. A., Saunders Trade School, etc.

Yonkers was only a hamlet at the time of the Revolution. Its Revolutionary history, which is important and interesting, will

be found in the general historical chapters of this work. The site of the present city then lay in the "Neutral Ground," which was harassed by rangers and also guerillas operating from both the American and the British lines.

The City of Yonkers is a city by itself with a large and complete retail business section. It promises to become a great city unless the northward growth of New York should eventually absorb the lesser municipality.

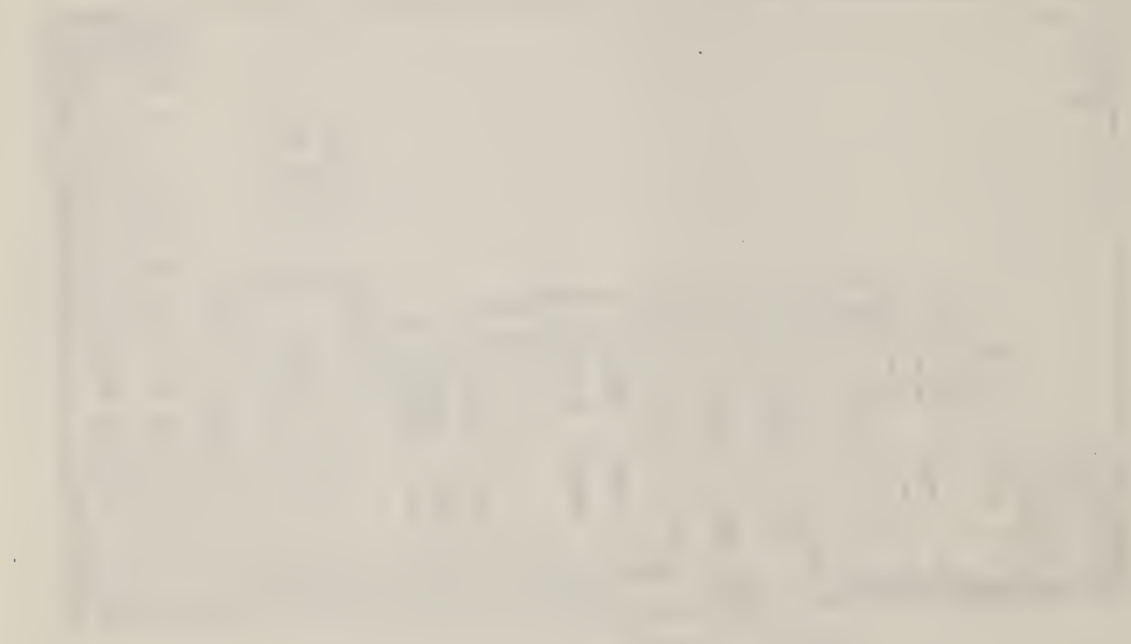


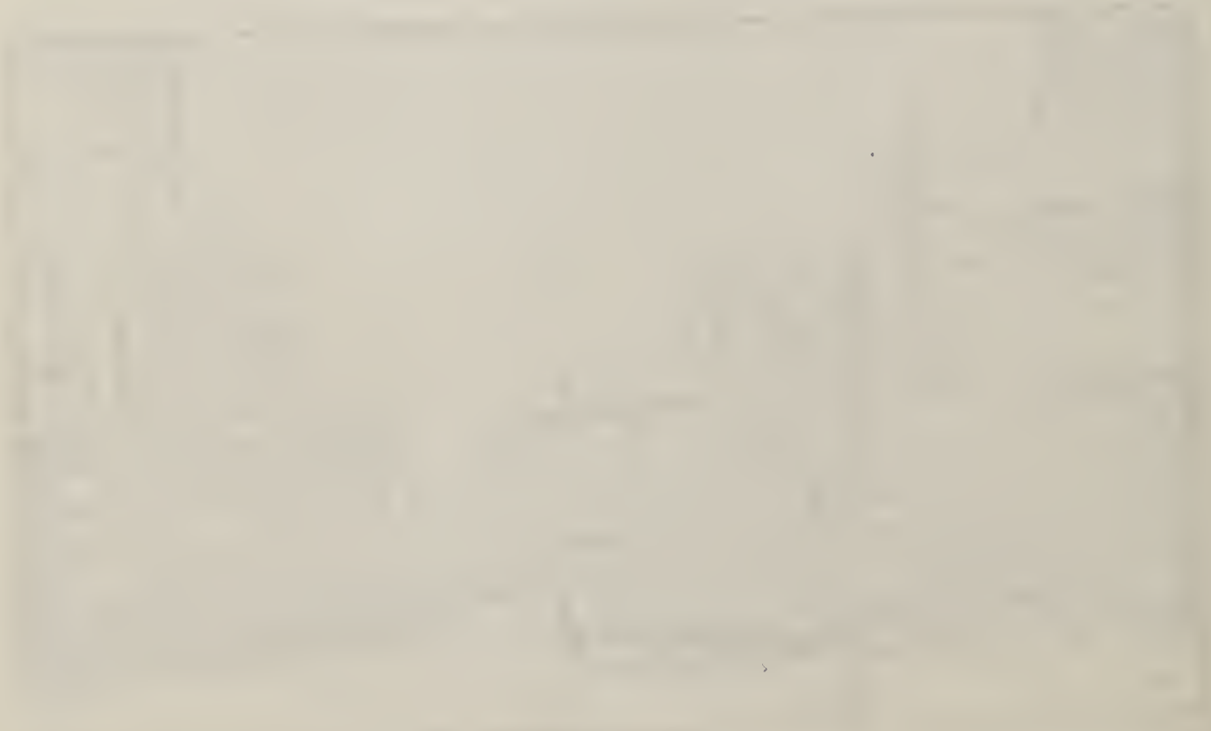
YONKERS LIBRARY AND CITY HALL



GEETY SQUARE, YONKERS

St. John's Church is on the left. The picture was taken during a slack moment in the usual heavy traffic at Yonkers' "Busy Corner"





CHAPTER 91.

THE COUNTY OF ROCKLAND.

Tompkins' "History of Rockland County" has the following regarding this political division of the State of New York:

"The County of Rockland, in the State of New York, is the most southern of the tier of counties on the west bank of the Hudson River.. Triangular in form, its boundaries on two sides are merely straight geographical lines drawn by the hand of man, but the boundary marks of the third side were set by the Almighty Creator and adorned with many of the most beautiful lineaments in nature. Fronted by the widest reaches of the river and buttressed by a remarkable chain of hills, with the Palisades on one hand and the battlements of the Highlands on the other, the shore of Rockland County has a character distinct and picturesque. More precisely, the river side of the county is bounded, on the south, by the state line of New Jersey and on the north, by Poplopen's Kill, which, where it issues from a deep ravine to unite with the river, passes between two famous fortified places of the Revolution, Fort Clinton and Fort Montgomery.

"The significance of the name, chosen by the fathers for their county, is apparent upon viewing the wonderful escarpment of trap rock that gives the right bank of the Hudson the appearance of a far-reaching fortress. But, behind this rough exterior, on the other side of the adamantine curtain, are broad acres of pleasant plains and gently rolling country, so that fully two-thirds of the total surface of the county is farming land. The thunders of the lofty Dunderberg and its rugged companions, which so alarmed the early Dutch navigators of the 'River of the Mountains,' have no terrors for those who dwell in these peaceful valleys. Against the 'Mountain of Thunder,' the summer showers seem to break, as white crested billows dash furiously against a rocky isle at sea, and the first warning of a coming tempest is given by the reverberations from its sides. Have you not heard of the 'little bulbous bottomed Dutch goblin, in trunk hose and sugar loaf hat, with speaking trumpet in his

hand, which, they say, keeps the Dunderberg,' and how, 'in stormy weather, in the midst of the turmoil, the river captains can hear him giving orders in Low Dutch for the piping up of a fresh gust of wind or the rattling off of another thunderclap'? And, 'sometimes, he has been seen surrounded by a crew of little imps, in broad breeches and short doublets, tumbling, head over heels, in the rack and moist and playing a thousand gambols in the air or buzzing, like a thousand flies, about Anthony's Nose, at which time, 'tis said, the hurry scurry of the storm was always greatest.'

"Geographically, the Palisades have their northern beginning in the town of Haverstraw, where High Tor and Little Tor (or Spire) are like knots in the head of the chain. With their feet in the river, they extend southward for thirty miles or more, but have their greatest magnitude within the limits of the town of Clarkstown, in that gigantic buttress, known as Hook Mountain, behind which, all unsuspected from the river, nestles, lovely and tranquil, Rockland Lake. Here and there, the great wall is cut by gorges as at Piermont (formerly Tappan Landing), where the Sparkill flows out, and, through these openings, the river traveler gets glimpses and suggestions of what lies beyond. The ridge is narrow being, in some places, hardly half a mile wide. At its feet, on the riverside, are heaped the debris of ages upon ages, in the form of rocks that have crumbled from the cliffs above, in some places, overgrown with stunted trees and shrubbery or climbing vines. On the western side, the slope, for the most part, is gentle, covered with rich soil and wooded. In height, the Palisades exceed four hundred feet on the average, but the most elevated knob on the Hook is 668 feet above the river. The Dutch called it Verdrietigh Hoeck—Tedious or Vexation Point—because here they expected to meet adverse winds that would detain their vessels for a long time in this part of their course. Curious, stupendous and impressive, the Palisades are one of the wonders of the Western World. * * *

"The Minisceongo, at Grassy Point, and the Sparkill, at Piermont, are the only streams of importance which enter the Hudson from Rockland County, but the interior is well watered by rivers or creeks which find their way to the sea in other directions, notably the Hackensack, which has one of its sources in

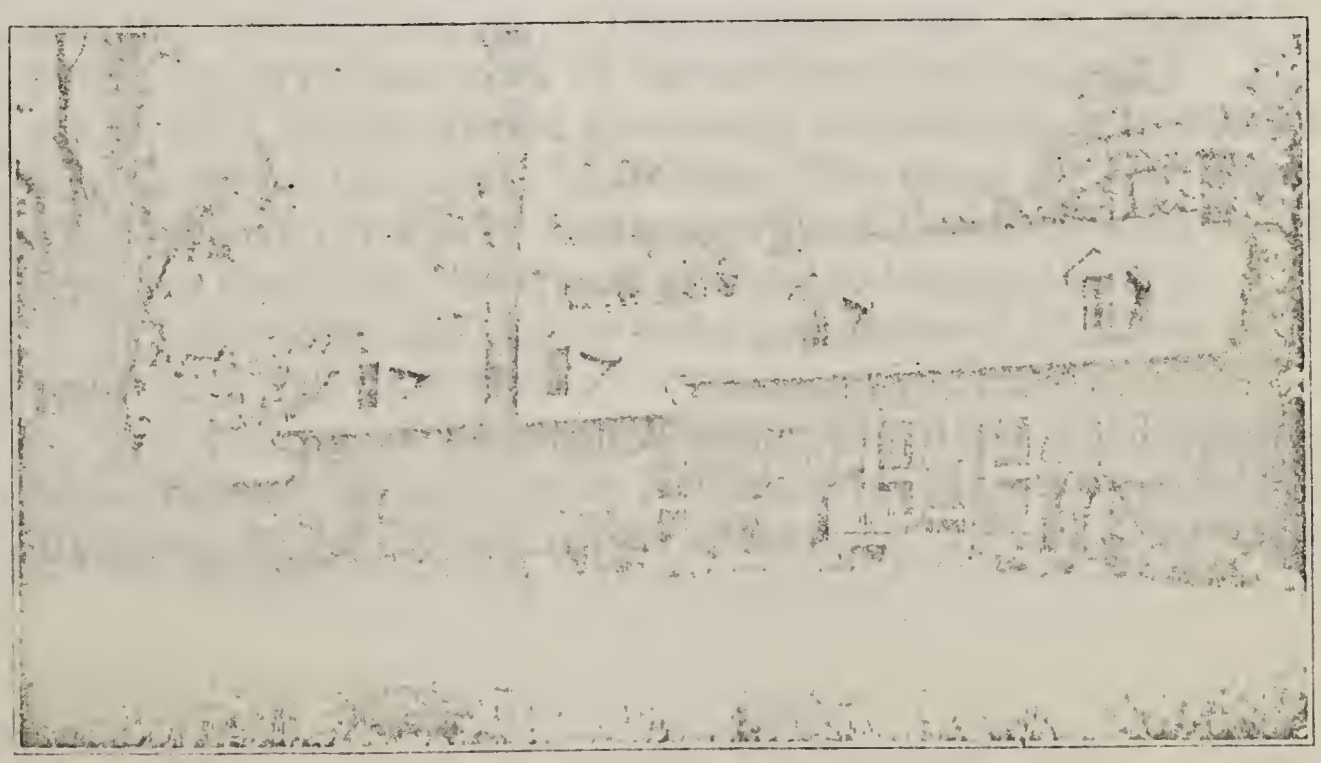
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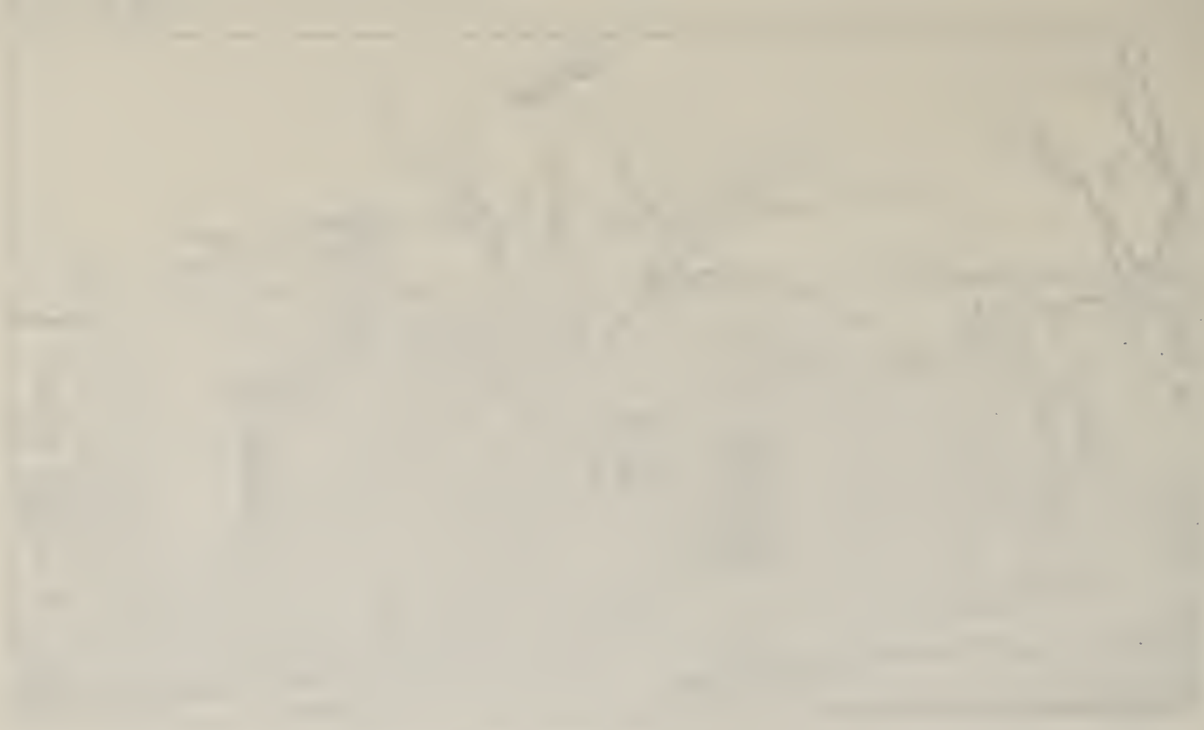
NYACK LIBRARY
Picturesque stone building where much of the author's research work was done



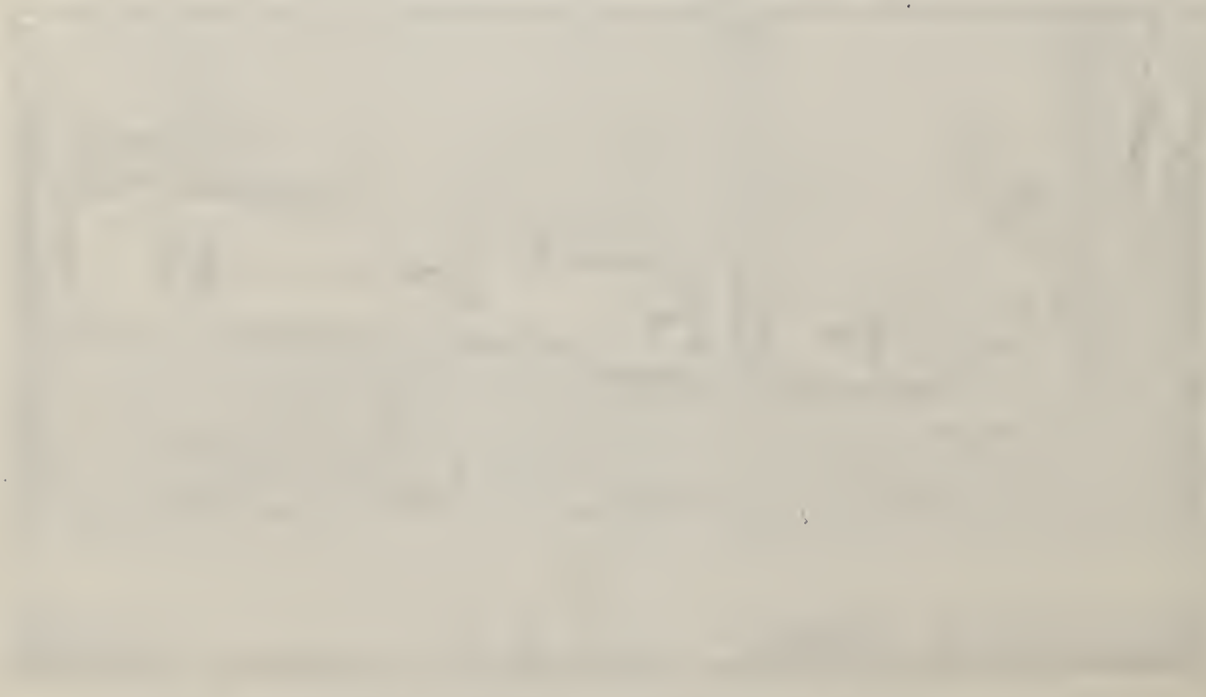
OLD STONE CHURCH, NYACK, BUILT IN 1813
The oldest church edifice in Rockland County



COLONIAL DUTCH FARMHOUSE, PALISADE, ROCKLAND COUNTY
This is one of the most interesting of the old brownstone farmhouses of the Lower Hudson Valley







Rockland Lake; the Passaic, the Pearl, the Ramapo and the Mahwah. The largest body of water, within the confines of the county, is Rockland Lake. Situated at an elevation above the Hudson of 150 feet, separated from the river only by a narrow ridge of mountains and surrounded, on the eastern side, by shores steep and rugged, it is picturesque and remarkable. In form an irregular ellipse, it covers 500 acres, being three-quarters of a mile long and one-half a mile wide. * * * Portage Lake and Shepherd's Pond, in the western corner of the county; Lake Antrim, near Suffern, and Highland Lake, in the northerly angle, and the lake at Congers are the only other considerable bodies of water in Rockland."

Until 1798, the territory now embraced in Rockland County formed part of Orange. By act of the Legislature, Rockland was then set off. * * * The act of April 3, 1801, gives the line between the counties of Rockland and Orange as "from the middle of Hudson's River west to the mouth of Poplopen's Kill and thence on a direct course to the east end of the mill dam, now or late of Michael Weiman, across the Ramapough River and thence in a direct course to the twenty-mile-stone, standing in the said division line between this State and the State of New Jersey."

The County of Rockland is composed of Clarkstown, Haverstraw, Orangetown, Ramapo and Stony Point towns. New City is the capital of Rockland County. The history of Rockland County, in Colonial and Revolutionary times, is identical with that of Orange County.

The first town or precinct to be organized in Rockland County was the town of Orange or Orangetown, which was created in 1686. In 1719, the town of Haverstraw was organized. The act of 1798, which created the county of Rockland, also defined new limits for the county of Orange. The towns of New Windsor, Newburgh, Wallkill, Montgomery and Deerpark were taken from the County of Ulster and annexed to Orange County.

In 1930, Rockland County had a population of 59,529 as compared with 45,548 in 1920.

The villages of Rockland County, with their 1930 populations, follow: Grandview-on-Hudson, 244; Haverstraw, 5,599; Hillburn, 1,291; Nyack, 5,389; Piermont, 1,756; Sloatsburg,

1,625; South Nyack, 2,209; Spring Valley, 3,944; Suffern, 3,730; Upper Nyack, 841; West Haverstraw, 2,805.

Nyack, with its adjacent and contiguous communities of Upper Nyack, South Nyack, Grandview-on-Hudson and Piermont, form one civic section with a 1930 population of 10,439. This section forms one of the most beautiful regions of the Hudson River country, as it is backed by the Palisade range and fronted by the broad waters of the Tappan Zee.

Following are some historical notes relative to Rockland County:

The Tappan patent was granted in 1686 to 10 Dutchmen—Cornelis Claesen Kuyper, Daniel De Klercke, Peter Harnich, Gerrit Steuments, John Staaes De Groat, Aream Lammeates, Lamont Ariannus, Huybert Gerrits, Eide Van Vorst, Cornelis Lammerts. This settlement began with a township organization and a form of local civil government.

In 1666, Balthazar De Harte, a Dutch merchant of New York City, purchased all of the water front lands, lying between Hook Mountain and the Highlands of the Hudson, from the Haverstraw Indians. These lands became known as the "Christian Patented Lands of Haverstraw."

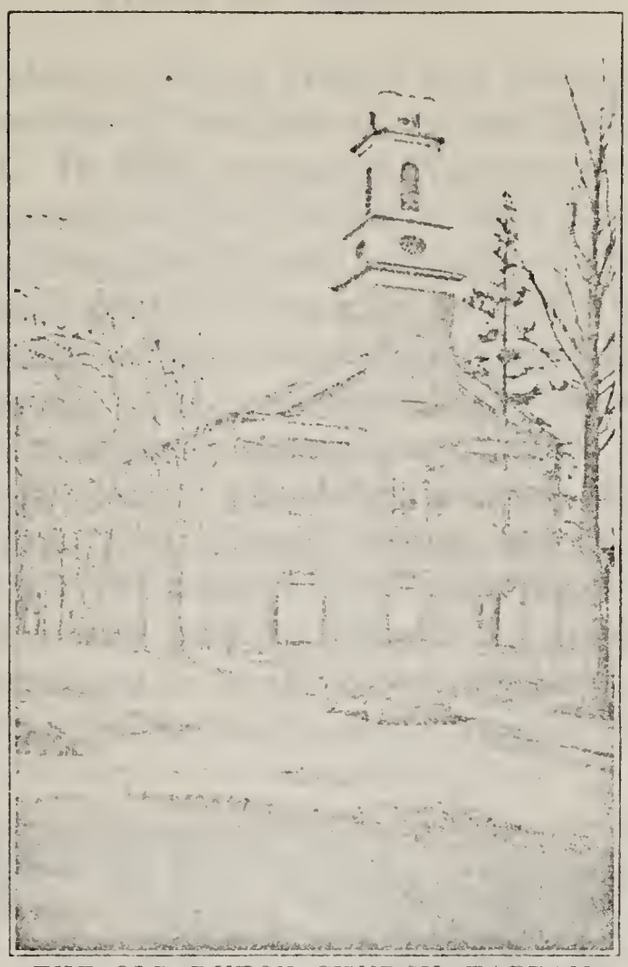
In 1671, Claes Jansen received a patent for lands lying on the Hudson River in the present Piermont section. Douw Harmanse later bought a farm north of that of Jansen.

In 1830 services in Dutch were discontinued in the Tappan church.

In 1684-1685, an association headed by Governor Dongan made large purchasers of land, on the west side of the Hudson River in what are now Ulster, Orange and Rockland counties. The tract embraced all of the Hudson's west shore from the patented lands of Haverstraw northward to the Devil's Danskammer, above present Newburgh. The Indians had made previous sales of portions of the same property, which was the cause of considerable trouble in later years. The whole property finally came into the possession of Governor Benjamin Fletcher.

In 1694, one of the numerous land associations, Jarvis Marshall & Company, secured a patent for 5,000 acres of land in Rockland County, including Rockland Lake. A great tract of country, immediately west of the Haverstraw and Orangetown

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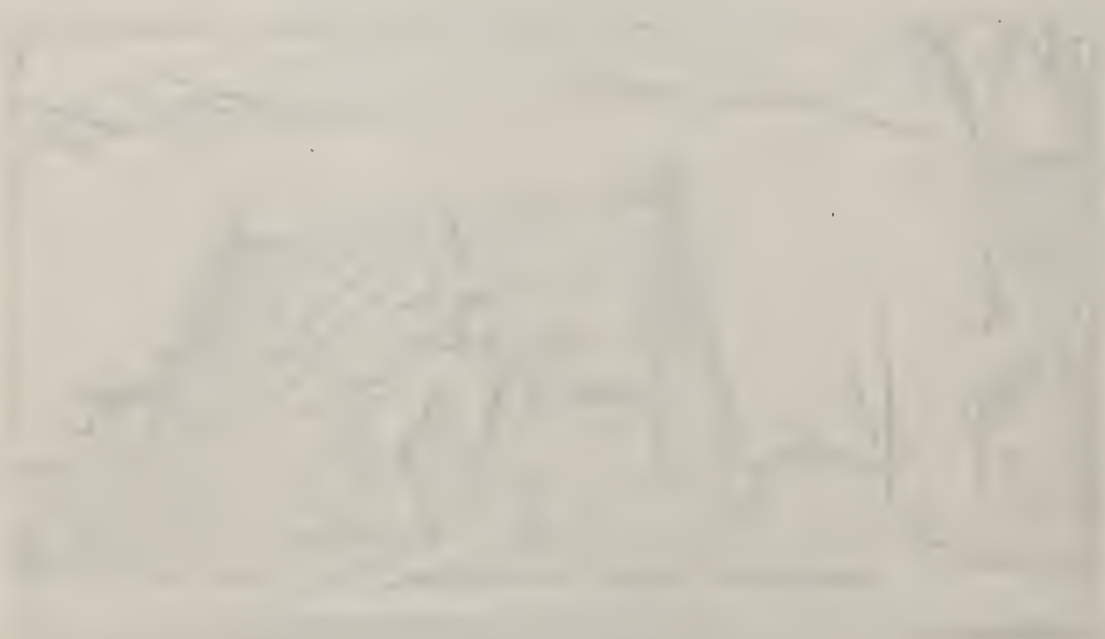
THE OLD DUTCH CHURCH, TAPPAN



THE WAYSIDE CHAPEL

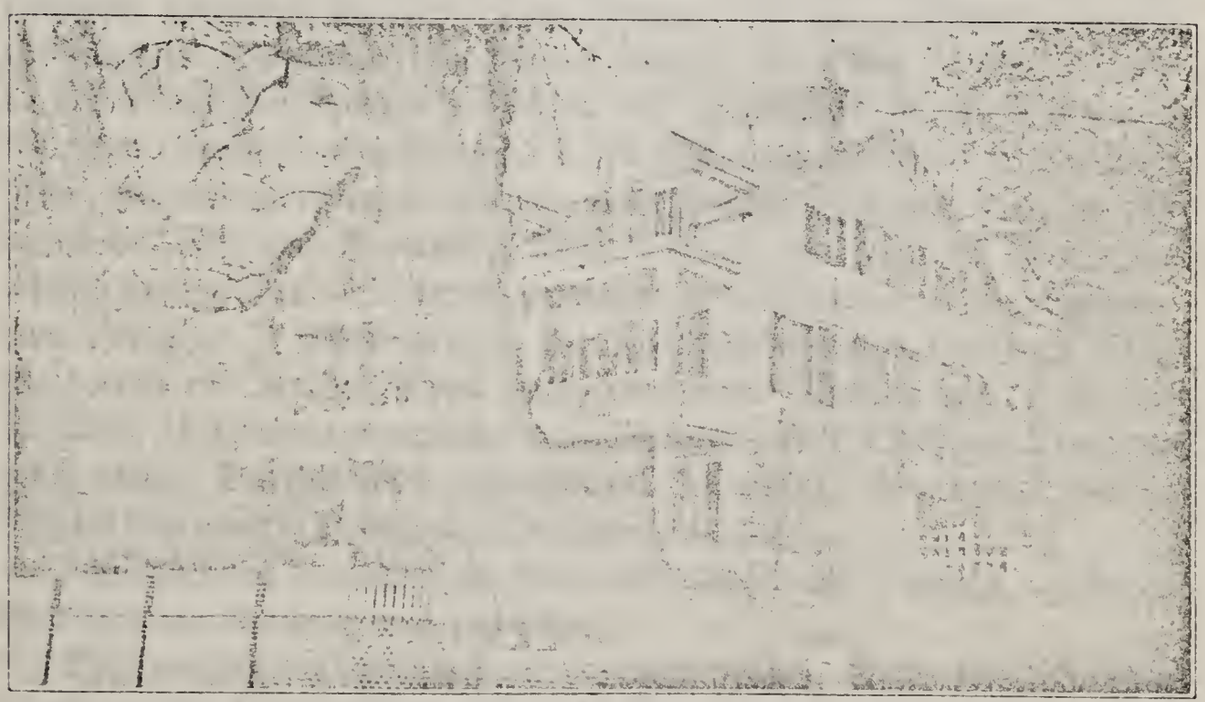
This tiny brick church was built in 1869 in the Dutch style of architecture. It is a noted landmark of the River Road in Grandview-on-Hudson



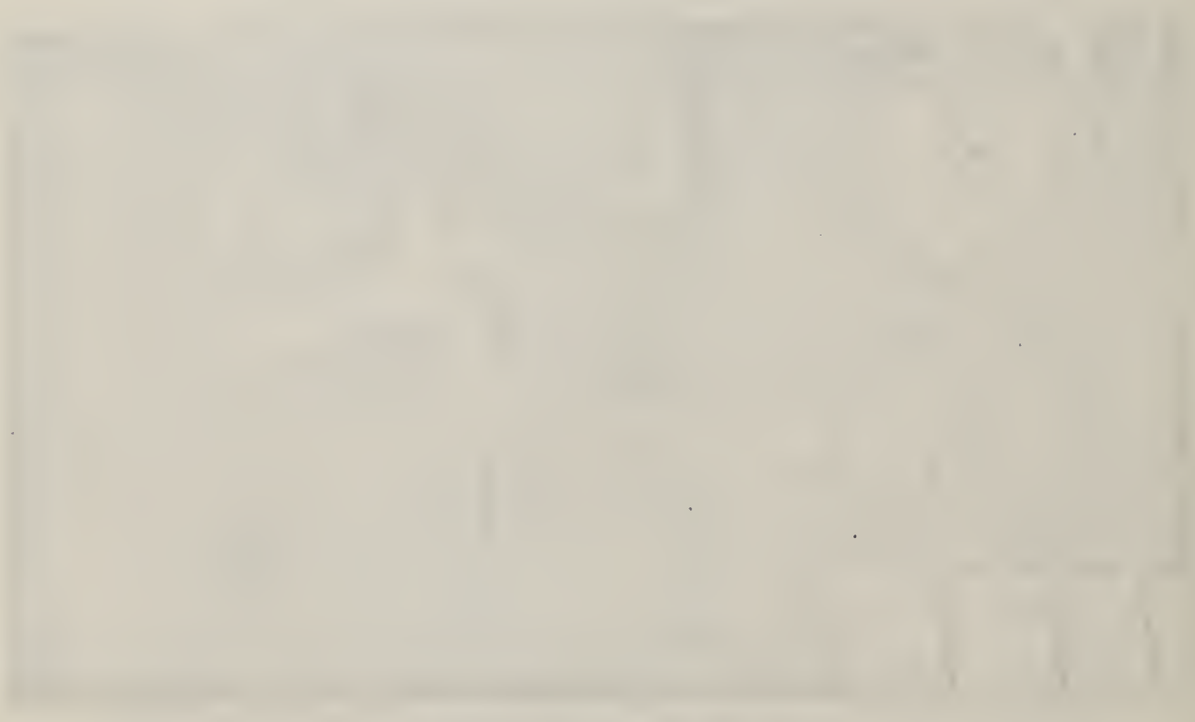


patents, was granted to Daniel Honan and Michael Hawdon in 1696. By 1710, nearly all the lands of present Rockland County, were apportioned. In 1708, the great Waywayanda patent was issued for 160,000 acres of the interior of what was then Orange County, extending from the Ulster County line to New Jersey.

For twenty years after its formation, in 1684, Orange County (including Rockland) affairs were administered by the officials of New York County. This was because the sparse population could not support a separate county government. In 1702, the census gave Orange County (including present Rockland) only 268 people. The first functioning of Orange, as a separate county, began on April 28, 1703, when the first meeting of the Court of Sessions and Pleas was held at Tappan in present Rockland County, which continued to be the county center for some time. The first courthouse and jail was built at Tappan in 1703.



A HUDSON RIVER HOME
Located at Grandview-on-Hudson, facing the broad waters of the Tappan Zee



CHAPTER 92.

THE COUNTY OF PUTNAM.

Putnam County was created from Dutchess County on June 12, 1812. It was so named in honor of Major General Israel Putnam, the popularly famous Revolutionary commander, who was stationed in the southern part of Putnam County and at Peekskill, in northern Westchester County, during the War for Independence. Putnam County is located on the east side of the Hudson River and embraces the Highlands section on that shore and eastward.

Putnam County embraces six towns: Philipstown, Putnam Valley, Southeast, Carmel, Patterson and Kent. It is one of the smallest counties of New York State. It was originally called the South Precinct of Dutchess County. In 1740, it was known as the Fredericksburgh Precinct, which embraced all of present Putnam County. As early as 1772, the present town of Philipstown, including Putnam Valley, was erected in a precinct, by the name of "Philipse Precinct," and, in 1773, the town of Southeast was organized as a separate precinct by the name of the "Southeast Precinct." This left, in the Fredericksburgh Precinct, only the towns of Carmel, Kent and Patterson. By the act of March 7, 1788, the term precincts was dropped and Philipse Precinct was called Philipstown; Southeast Precinct, Southeast town; Fredericksburgh Precinct, Frederick's town.

Philipstown is named in honor of the Philips family. Adolph Philips was the original patentee.

The county extends about twenty miles, from the Hudson River to the Connecticut line. It lies about twelve miles on the Hudson River.

Carmel and Patterson were organized in 1795 from Frederick's town. This left Frederick's town embracing only the present town of Kent, which name was given to it about this time in honor of the Kent family. Patterson, in 1795, was organized by the name of Franklin, in honor of Benjamin Franklin. A few years thereafter it was changed to Patterson, in honor of the

family of that name, who were early settlers there. Putnam Valley was set off from Philipstown in 1839 and given the name of Quincy. In 1840, the name was changed to Putnam Valley.

The Highlands comprise the eastern or Hudson River section of the county and this is one of the most picturesque and scenically impressive regions of the Hudson's course. The central portion is hilly and mountainous. The eastern portion is uneven and hilly but agriculturally productive.

Through the central Highlands, run two valleys called Peekskill and Canopus hollows and, between them and the Hudson, lies a beautiful section called Pleasant Valley, extending from the Westchester to the Dutchess County line.

The Muscoot River and the east and west branches of the Croton River are the only streams of importance in the county.

Present Putnam County was embraced in a patent granted in 1697 to Adolph Philips, a Dutch merchant of New York City. Philips was an uncle of Frederick Philips, the original patentee of Philips Manor in Westchester County.

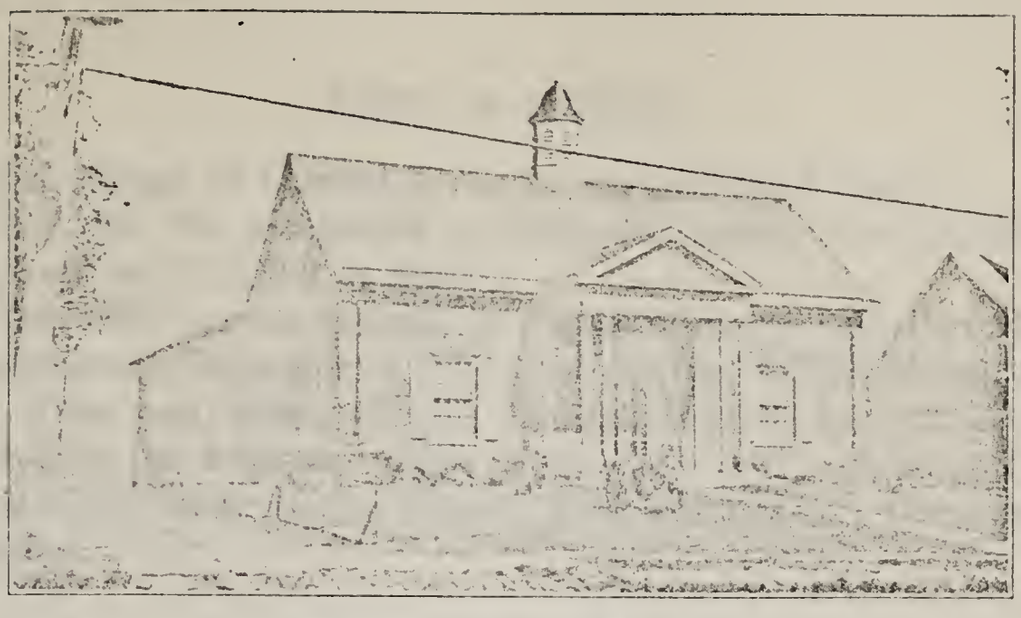
The early settlers of Putnam County were largely of English or British descent in marked contrast to the rest of the Hudson River Valley, which was largely originally settled by the Dutch.

David Hustis is reputed to have been the first settler in Philipstown. He was an Englishman, who located there in 1730.

The West Point Foundry was located about half a mile southeast of the wharf at Cold Spring. The foundry was started in 1818 largely for the purpose of supplying the U. S. Government with cannon. At the height of its successful operation, the foundry employed about 500 men and occupied many buildings on a plot of 150 acres. The foundry constructed a great variety of things besides cannon. Here were built several of the earliest steam vessels in which iron was used.

The steam locomotive, DeWitt Clinton, was built at the West Point Foundry. It drew the train at the opening of the Mohawk-Hudson Railroad in 1831. This road, which extended from Albany to Schenectady, was the first link in the New York Central Lines. Steamboat engines were also made at the West Point Foundry.

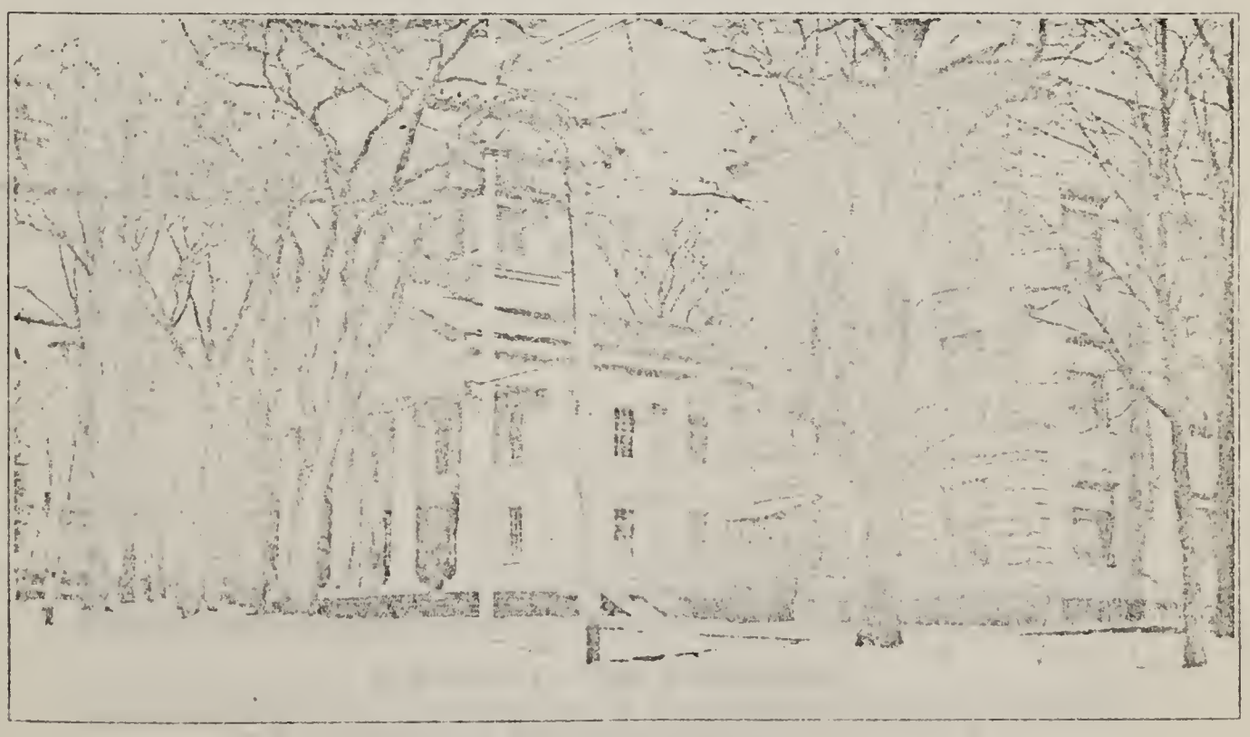
Parrot rifled cannon and ammunition were made near Cold Spring during the Civil War.



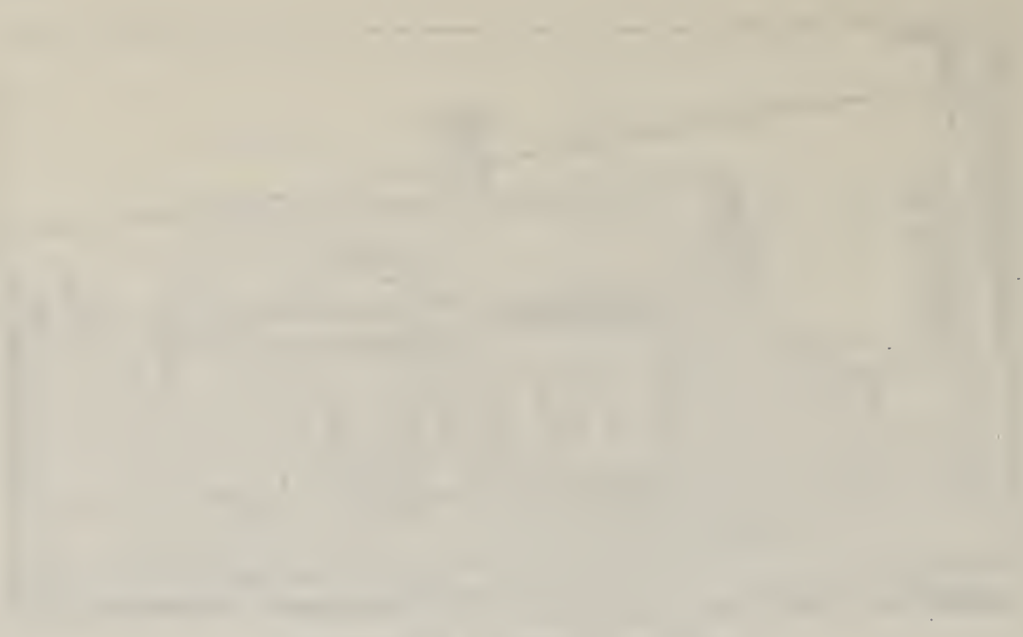
PUTNAM COUNTY MEMORIAL

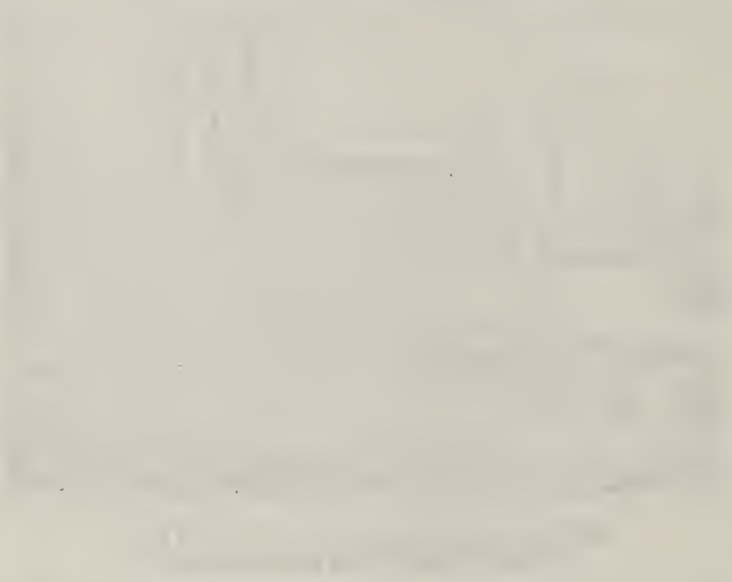


OLD MILL, BUILT IN 1776, STILL
STANDING NEAR CARMEL



PUTNAM COUNTY COURTHOUSE AND CLERKS OFFICE, CARMEL
Erected in 1814. Repaired in 1840 when portico, pillars and belfry were added and again in 1855 when jail was annexed in rear. Partially destroyed by fire in 1924 and restored in 1925



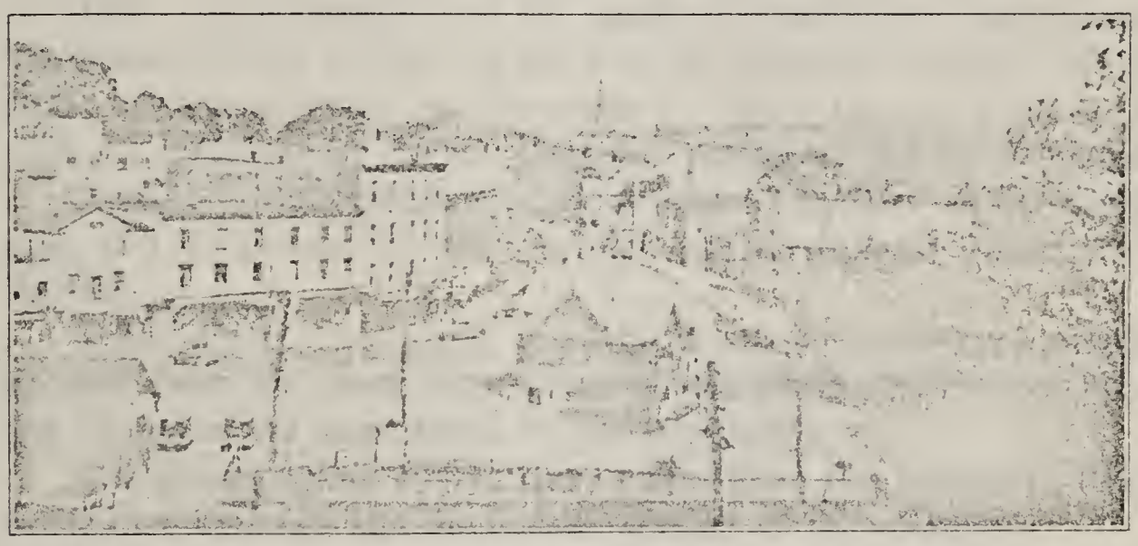




The village of Carmel is the county seat of Putnam.

In 1930, the population of Putnam County was 13,728 as compared with 10,802 in 1920.

Following are the villages of Putnam County with their 1930 populations: Brewster, 1,667; Cold Spring, 1,779; Nelsonville, 471. The two latter villages virtually form one community, located on the highway (New York State 301) running from the Hudson River to the Albany Post Road, about three miles distant.

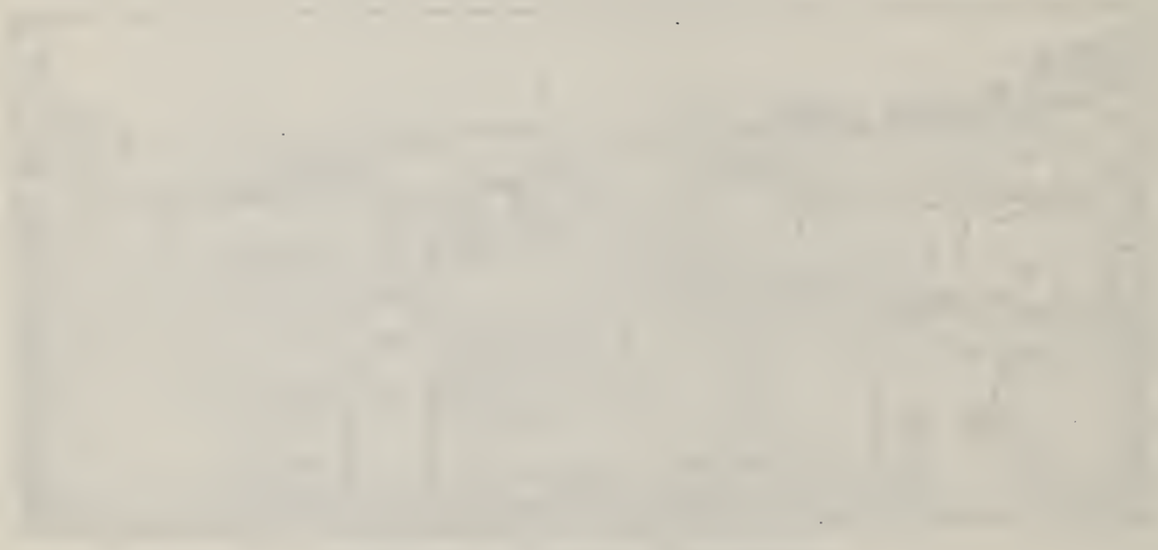


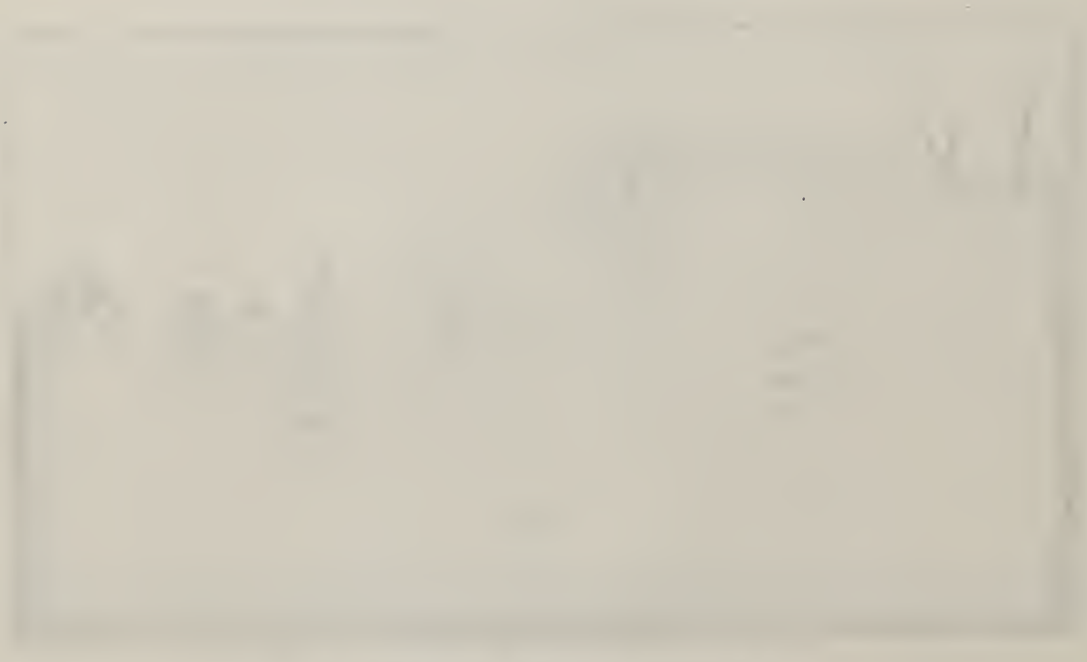
BUSINESS SECTION, BREWSTER



A HOUSE IN THE HIGHLANDS

Large and small estates are numerous in the beautiful little valleys which lie in the Highlands in the section betwene and to the east of Garrison and Cold Spring





CHAPTER 93.

THE COUNTY OF ORANGE.

The county of Orange is the second county, on the west side of the Hudson River, going northward in New York State. It is one of the ten original counties of the state which were created in 1686. It is bounded on the south by Rockland County, and the State of New Jersey, on the west by Sullivan County and the State of Pennsylvania, on the north by Ulster County and, on the east, by the Hudson River. Its area comprises 838 square miles.

Orange County presents a mountainous surface on the southeast and northwest borders, with a rolling upland through the center.

The Kittatiny, or South, Mountains extend, in several parallel ranges, from the New Jersey line northeast to the Hudson, ending in the rocky mountains of the Highlands.

The Shawangunk Mountains extend from the Delaware River northeast through the northwest corner of the county.

Among the principal ridges are the Warwick, Bellvale, Rough and Sterling ranges, near the southern border of the county and the Schunemunk range. The extreme northwest corner of the county is occupied by a series of highlands extending from the Delaware River into Sullivan County. The central portion of the county, lying between the mountain systems, is a rolling upland, broken in many places by abrupt and isolated hills and deep valleys of streams. More than one-half of the entire surface of the county is capable of cultivation and forms a fine agricultural district.

Along the southwest border, extending through several towns and into New Jersey, is a low, flat region, lying upon the streams and known as the Drowned Lands.

On the extreme northwest and forming, in part, the boundary line of the county, the Mongaap River flows south into the Delaware. Neversink River flows south, along the west foot of the Shawangunk Mountains, and forms a tributary of the Dela-

ware, the latter stream being the boundary line of the state for a short distance at this point.

The Pakadasink, or Shawangunk, River flows north along the east front of the Shawangunk Mountains and forms a tributary of the Wallkill. The Wallkill flows in a northerly direction near the center of the county and joins the Rondout near Kingston and empties into the Hudson at that city.

Murderer's Creek and its principal tributary, the Otterkill, flow east through near the center of the county and empty into the Hudson. Waywayanda Creek flows south into New Jersey and, reentering the county as Pochuck Creek, unites with the Wallkill.

Ramapo River rises in the southern part of Orange County and flows south into Rockland County.

The principal lakes are Greenwood, Thompson's, Mombasha and Orange.

The Highlands of the Hudson form the chief mountain range of Orange County. Passing down the river the first peak, on the western or Orange County shore, is the famous Storm King, on the face of which rises the equally famous Storm King Highway. This picturesque rock mountain was anciently known as Butter Hill.

Cronest (Crownest) is the second peak to the south. Its ancient Indian name was Navesing, meaning "place of birds."

Mount Independence forms the background for West Point. Partially restored Fort Putnam stands near its summit.

Bear Mountain is the fourth principal Highland summit, going southward on the west shore. Popolopen Kill runs along its northern base. The kill divides the sites of Forts Clinton and Montgomery. This stream marks the southern limit of the Orange County line.

The Dunderberg, which lies in Rockland County, is the fifth Highland summit on the western shore of the Hudson River.

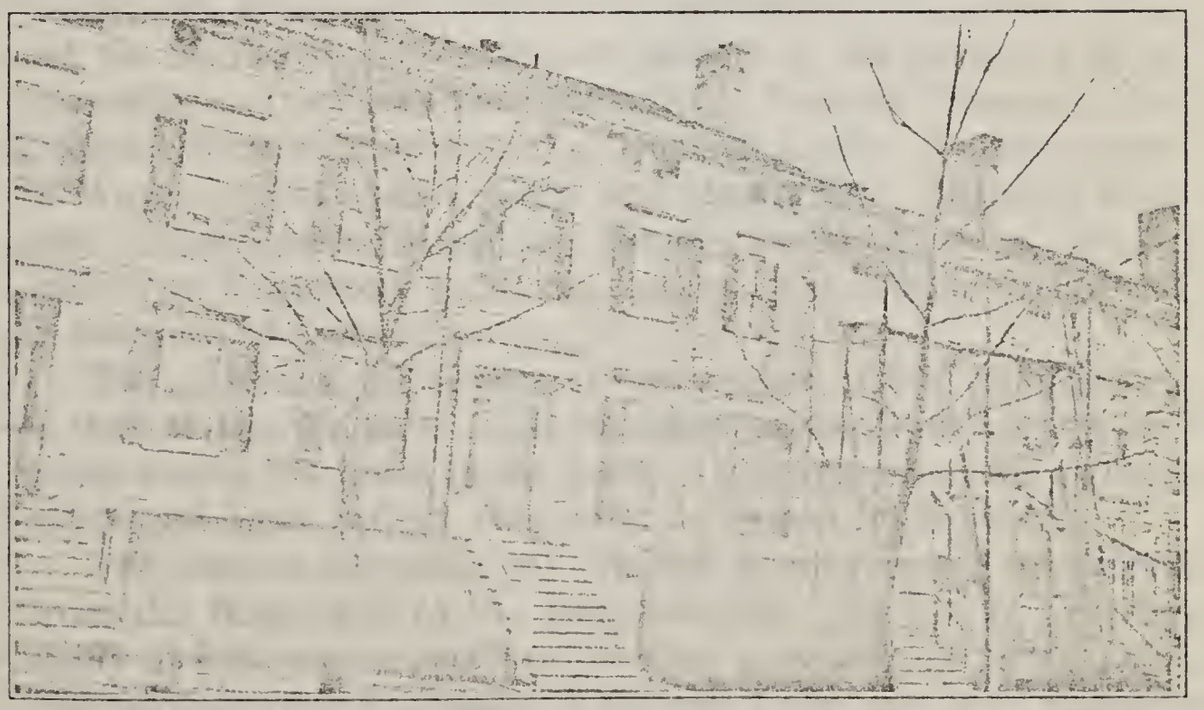
No mountain range is more beautiful than the Highlands of the Hudson and none is more nationally famous.

The Shawangunk range is less broken than the Highlands. It continues, with but slight breaks, from near Carpenter's Point, on the Delaware, to the Sullivan and Ulster lines and forms the boundary line between Deerpark and the towns of Greenville and

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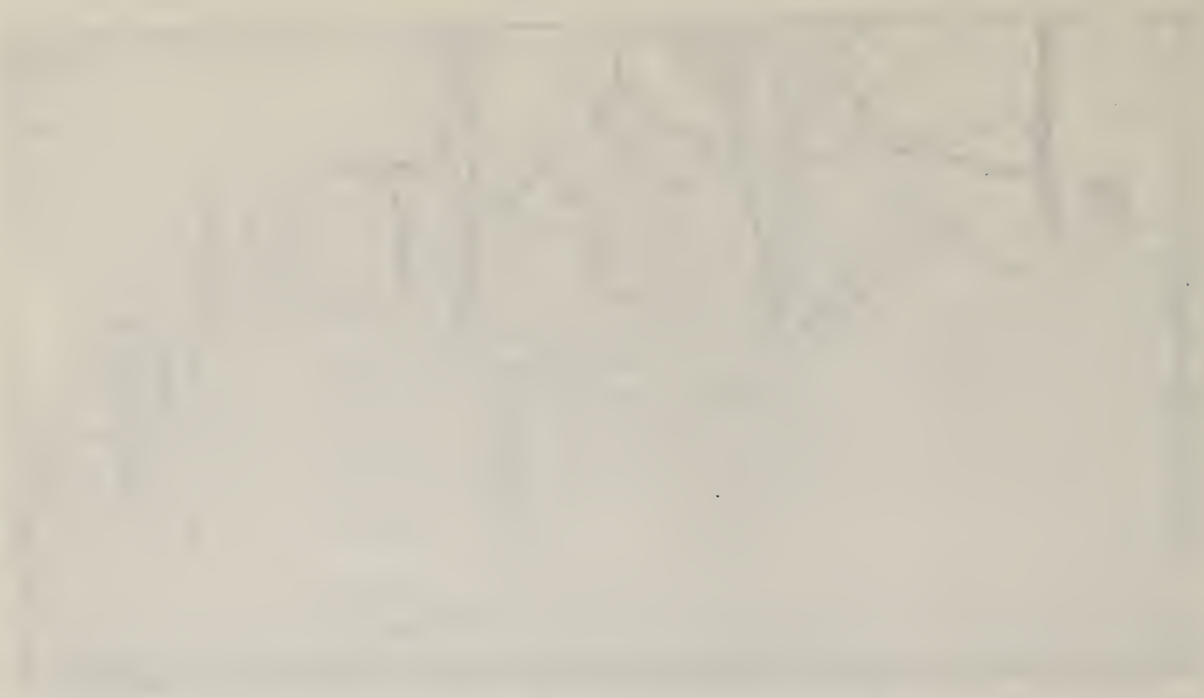


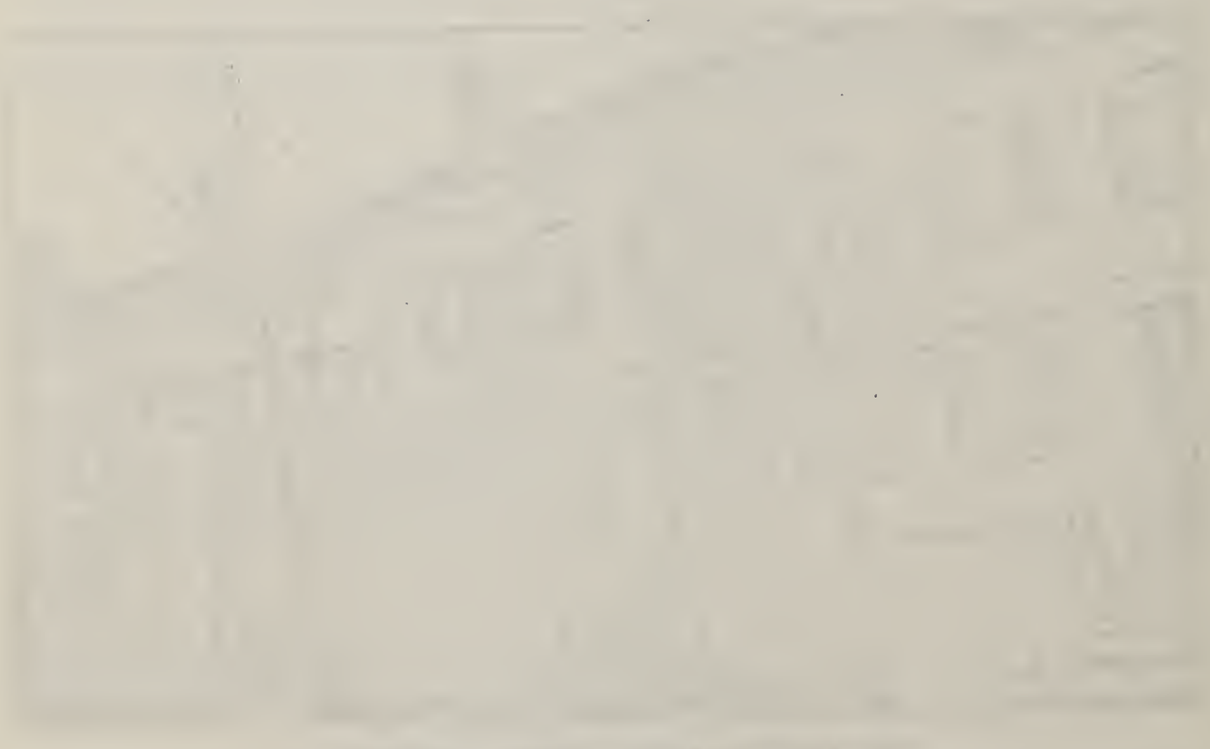
OLD EPISCOPAL CHURCH, NEWBURGH



THE DOCTOR DEYO HOUSE, NEWBURGH

This interesting frame structure, in the center of the picture, was built in 1834. It has been occupied by Dr. John Deyo and his father as a doctor's office and residence for eighty-two years. It is famous for its black walnut woodwork, antique furniture and historical collections





Mount Hope, those being the only towns of the county touched by the range. The eastern slope is uniform and is adaptable to cultivation to the summits. The western side is broken and precipitous, with peaks from 1,400 to 1,800 feet above tidewater. The Shawangunk Mountains are most picturesque.

The Schunemunk range lies on the north side of Moodna Creek and to the northwest of Highland Mills. The heights extend from northeast to southwest. This is a very picturesque range as seen from the Moodna valley.

North of the Schunemunks is Muchattoe's Hill, extending north and south in the towns of New Windsor and Newburgh.

West of the Schunemunk is Woodcock Hill. From Woodcock Hill southwest, is a series of elevations known as Round, Mosquito, Rainer's, Peddler's hills, Tom Rocks, Lazy Hill and Goosepond Mountain.

The Bellvale Mountains rise at this point and connecting peaks continue to the Sterling Mountains, on the south; Rough Mountains and Smithfield Mountains, on the east, and the Warwick Mountains on the southwest. To the northwest, lie Taylor Mountains, Round Hill, Rocky Hill and Pochuck Mountain, filling out the southeast and southwest borders of the county with an assemblage of mountainous summits. Pochuck Mountain and Pochuck Neck intrude upon the Drowned Lands. Farther north, in Warwick, are Mount Adam and Mount Eve, naturally adjacent. Sugarloaf Mountain lies directly west in Chester. Northwest from Sugarloaf, is Mount Lookout, the principal elevation in the town of Goshen.

The valleys of the county are numerous. Chief among them is that of the Wallkill, It is of great beauty and fertility and ranks among the finest in the State. Of course all of the streams mentioned have valleys of greater or lesser importance.

The plateau adjoining the Hudson River forms a semi-circle from the Highlands to the Danskammer. Its soil is gravelly, sandy and clayey—a mixture forming a warm and fertile loam. The surface rises gradually to Orange Lake and then descends to the Wallkill. The soil of the Wallkill Valley is peculiarly rich and fertile. Much of it is alluvium, intermingled with clay, sand and gravel. West of the Wallkill Valley, the soil is affected, in its constituents, by the Shawangunk range of mountains and

is generally a clayey loam well adapted to grass. The valley of the Otterkill is a sandy, gravelly loam, party alluvial.

Orange County is composed of the cities of Newburgh, Middletown and Port Jervis, and the towns of Blooming Grove, Chester, Cornwall, Crawford, Deerpark, Goshen, Greenville, Hamptonburg, Highlands, Minisink, Monroe, Montgomery, Mount Hope, New Windsor, Tuxedo, Wallkill, Warwick, Wawayanda, Woodbury. Goshen village is the county seat.

Orange County had a 1930 population of 130,318 as compared with 119,844 in 1920.

The 1930 and 1920 populations of the cities of Orange County follow:

Newburgh, 1930, 31,253; 1920, 30,366.

Middletown, 1930, 21,298; 1920, 18,420.

Port Jervis, 1930, 10,235; 1920, 10,171.

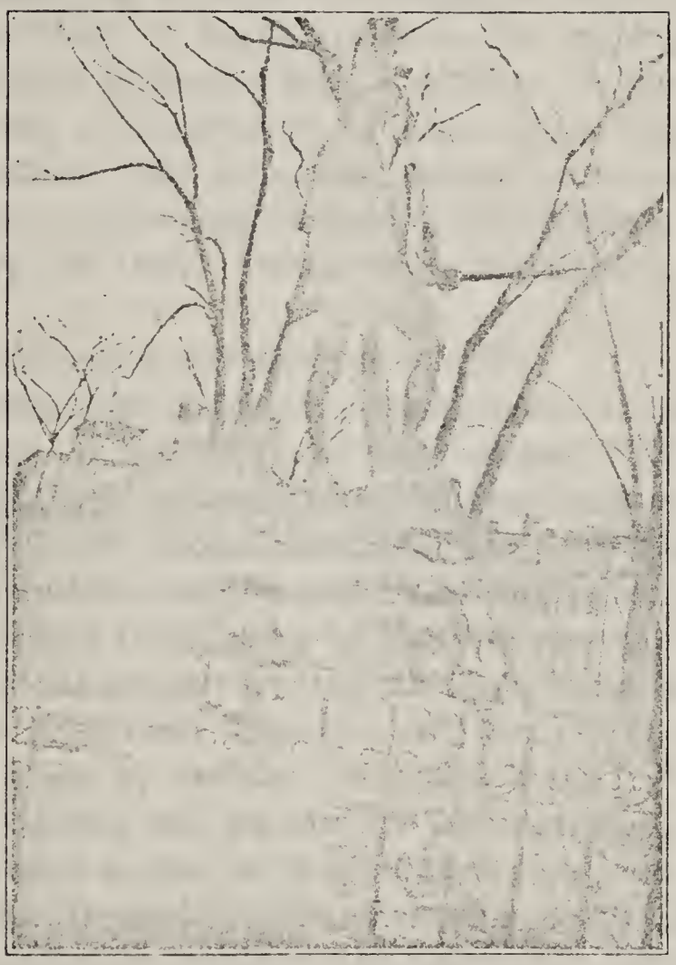
The villages of Orange County, with their 1930 populations, follow: Chester, 1,151; Cornwall, 1,912; Goshen, 2,891; Greenwood Lake, 332; Harriman, 655; Highland Falls, 2,910; Maybrook, 1,162; Monroe, 1,608; Montgomery, 884; Otisville, 802; Unionville, 438; Walden, 4,280; Washingtonville, 663.

THE CITY OF NEWBURGH.

As stated in the historical chapters of this work, Newburgh was first settled by Palatine Germans in the winter of 1708-1709. The place was then called "Palatine Parish by Quassaic." However, British immigrants soon arrived in numbers sufficient to dominate the situation. It is said that the Scotch element was responsible for changing the name to the "Parish of Newburgh," in honor of Newburgh in Aberdeen County, Scotland. Prior to the Revolution, Newburgh was a central point where farmers came to ship their produce to market on the river sloops. The lumber trade was also important. Ships were built here for trade with the West Indies and England. At one time, whaling vessels sailed from Newburgh.

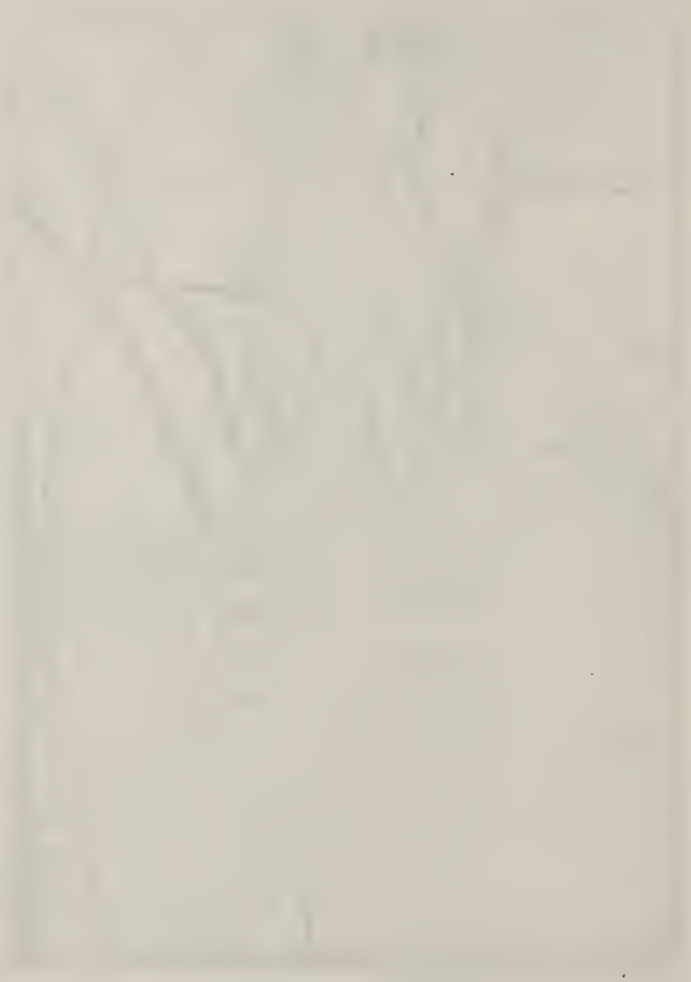
The early history of the city is covered in the historical chapters of this work, as is its important position in the annals of the Revolution. The American Army made its main camp at New Windsor, a suburb of Newburgh, during the latter years of the war, and Fishkill, opposite the city, was a great store-

883-884



THE MINUTE MAN

This spirited statue of an American Revolutionary militiaman stands at the rear of Washington headquarters in Newburgh



house and workshop for the Continental forces. Washington made his headquarters at the Hasbrouck house in Newburgh, from March, 1782, until August 18, 1783. The State of New York purchased this house in 1849 and it is now used as a public museum for Colonial and Revolutionary relics.

In 1800, Newburgh was incorporated as a village, the third in the state. Following this act, the people of the thriving town promoted the building of highways into the adjacent farming area and this largely promoted local business. River sloops carried the commerce of Newburgh to New York City, from its founding until about 1830, when steamboats were also used.

The first great public regatta held on the Hudson River took place at Newburgh in 1837. Others were held here in 1840, 1841 and 1842.

Newburgh received a city charter in 1865.

The city presents an attractive appearance, as viewed from the Hudson River. It is built on terraced slopes, with handsome, well shaded streets and attractive buildings,—both old and new. The city rises 310 feet above Newburgh Bay. Beautiful views of the Beacon mountains on the eastern, or opposite, shore of the Hudson are to be had from many of the city streets.

Washington's Headquarters stands in a State park, which includes a State Historical Museum and the Tower of Victory. This is built of stone in circular form and is 53 feet high, with four archways, leading into an atrium and stairways rising to a belvidere. A bronze statue of Washington stands in the center. It was copied by Donovan from Houdin's original sculpture. Statues of Revolutionary soldiers also adorn the Tower. A tablet has an inscription saying that the memorial was erected by the United States and the State of New York. In these days of great expense, it is surprising to learn that the cost of this great memorial was only $67,000. The park also contains a spirited bronze statue of a Revolutionary Minute Man and a brownstone monument, which marks the grave of Uzal Knapp, the last survivor of Washington's Life Guard, who died in 1856, or 73 years after the close of the Revolution.

Newburgh is located on the Hudson River 60 miles north of New York and 90 miles south of Albany.

Newburgh is the center of one of the richest fruit growing sections in the Atlantic states. The farmers of the area are generally prosperous. They live in modern homes on farms growing grapes, pears, apples, peaches and berries.

Newburgh is a strategic point of freight and passenger transportation. The city is on U. S. Route 9 W, the Storm King Highway, running from Jersey City to Albany along the west shore of the Hudson River. The city is served by the New York Central's West Shore branch, with ferry connection to the New York Central main line, and Central New England division of the N. Y., N. H. and H. R. R. The eastern terminus of the New York, Ontario and Western Railroad is located four miles distant with ocean tidewater transportation to its docks. Freight is shipped to all points by all the foregoing railroads with a large transfer point at Maybrook just west of the city. The Hudson River Day Line affords fine passenger river service. River freight service is also available.

The urban and suburban motorbus transportation development in and about Newburgh is one of the outstanding examples of how complete and comprehensive this flexible mode of travel can become. In the city, buses have replaced trolley cars and 20 regular bus routes, operating on frequent schedules, radiate in every direction except the east which is occupied by the Hudson.

Newburgh is the trading center of Orange County, which is the second county in the state in the value of its dairy products. The famous Hudson River fruit belt, which largely serves the New York market with its fruits and berries, lies to the north and west of the city. Important black dirt and onion fields lie but a few miles from the city. The annual value of farm products of the countryside, centering at Newburgh, reaches a total of about $15,000,000.

The fact that Newburgh lies 60 miles north of New York makes it a shopping, trading and wholesale center for a great area of country particularly on the western Hudson shore. The retail business section covers over two miles on eight principal business streets. Newburgh is the most important food distribution center in the entire mid-Hudson region.



THE TOWER OF VICTORY, NEAR WASHINGTON'S HEADQUARTERS, NEWBURGH

It commemorates the victory of the American armies in the Revolution



Important buildings of the city are the Newburgh City Club, Y. W. C. A., Masonic Temple, Odd Fellows, American Legion, Knights of Columbus, Elks, Y. M. C. A., Chamber of Commerce, Turn Verein, Mannerchor buildings and Labor Temple. The Powelton Club is a country club, with an 18 hole golf course, tennis courts and swimming pool, located less than a half mile from the city limits. The Newburgh Yacht Club is the scene of social festivities and water sports. The city has seven theatres with a total seating capacity of over 7,000.

Newburgh is situated in the heart of some of the finest river and mountain scenery in the United States. West Point is only nine miles southward. Mount Beacon is reached by ferry to Beacon and inclined railway. Orange Lake is a popular amusement resort six miles from Newburgh.

The Newburgh Free Library holds 50,000 volumes. The Law Library has 9,000 volumes.

The public school system includes nine buildings. In 1930, the number of pupils was 5,414. The Newburgh Free Academy is the city high school. Its modern, fireproof building was erected in 1927 at a cost of $1,000,000. There is also a gymnasium, cafeteria, library, auditorium seating 1,800, and athletic fields. The Manual Training School occupies a separate building. The city has Epiphany College, a training school for Roman Catholic priests; the Oblate Fathers College, Mount St. Mary's Academy for Young Ladies, Quassaick Hall Preparatory School and Spencerian Business School. There are three Parochial schools with a pupil enrollment of 645.

In 1930, the Lions Club was raising $40,000 for a public swimming pool, 60 by 100 feet, in the Delano-Hitch Recreation Park. The city has fourteen parks with nearly 71 acres of area. Downing Park commands a splendid view of the Hudson River. Delano-Hitch Recreation Park is a model of its kind. It contains an athletic field, stadium, tennis courts, ice skating rink and the most complete and modern recreational facilities for children and adults.

The Middle-Atlantic outdoor speed-skating championship races are held in Newburgh each New Year's Day.

The construction of a new Federal Post Office and building was under way at this writing (1931). One Courthouse of

Orange County is located at Newburgh while the other is at Goshen, the county seat. Other public buildings are the State Armory, City Hall, City and Town Welfare Home, Odell Memorial Sanatorium. The city has a hospital with 241 beds, including a maternity hospital, nurses' home and training school for nurses.

In 1930, the city was engaged in acquiring 250 acres of land for a municipal air port, 4 miles from the city on Route 215. The city has a municipal pier on the river.

Health conditions in Newburgh are excellent. In 1929, the birth rate was 20.5 and the death rate 16.3 per 1,000. The city has an average annual temperature of 42.6 and an average annual rainfall of 44.52 inches.

Newburgh has a municipally owned and operated water system with a reservoir capacity of 1,600,000,000 gallons, valued at $2,607,500. The city has 59 miles of water mains and the average daily consumption is 4,200,000 gallons.

Newburgh has 60 miles of streets of which 11 miles are paved and nearly all the rest are surfaced. The business section has artistic pedestal lighting. The Historical Marking Commission has a program of marking the city's historical sites. The city has 36 miles of sewers and a modern garbage incinerator plant.

The city has five modern, supervised playgrounds, covering 53 acres.

The motorized fire department consists of seven companies and the police department has 50 officers.

Since January 1, 1916, Newburgh has been governed under plan C (City Manager) form of commission government. A mayor and four councilmen are elected. Future development of the city is in charge of the city planning commission. Recreation and civil service commissions control their respective departments. The city council, in addition to its legislative functions, constitutes the health board, board of review on taxation and the zoning board.

In 1930, the assessed value of property in Newburgh was $38,961,305. Special franchise, $979,695. Total taxable value, $39,941,000. The property which was exempt from taxation amounted to $6,745,281. In 1930, the bonded indebtedness of the city was $2,512,584.

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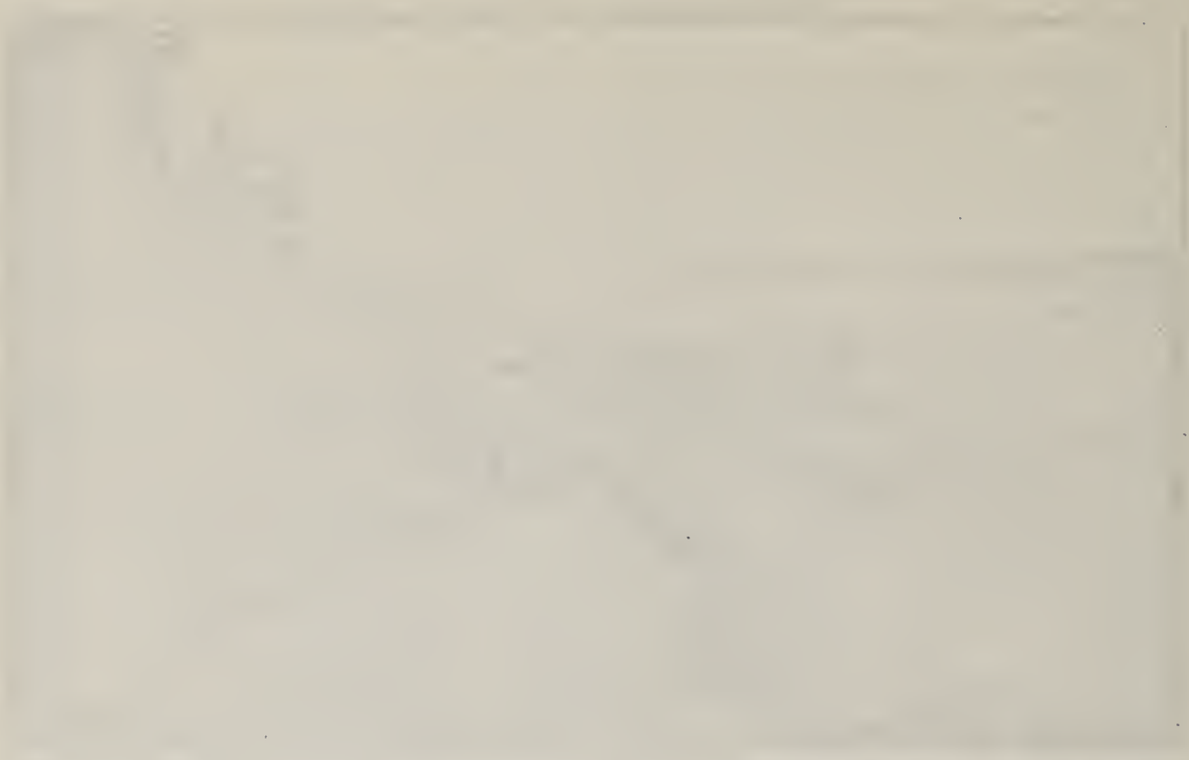


VIEW OF THE DELAWARE RIVER FROM SKY LINE DRIVE, PORT JERVIS



SYCAMORE TREE AT SYCAMORE PLACE, WALDEN

Waist line of trunk is twenty-five feet in circumference; has a spread of nearly one hundred feet and is over one hundred feet in height





Newburgh is the natural trading center for a large area of New York State lying on the west side of the Hudson River. Years ago, drovers brought steers from Binghamton to Newburgh for shipment by river to the New York market. In recent years, the New York State Bureau of Farms and Markets, after an intensive survey covering several years, decided to locate its initial Primary Terminal Market at Newburgh, thus showing that the city has maintained its natural advantages as a trading and distributing center. The city now has one of the largest and most successful locally devoloped and operated farmers' markets in New York State.

Newburgh has a great diversity of industrial products, chief of which are the following: Fabrikoid, lawn mowers, overalls, camel hair and llama fabrics, and plush robes, felt products, papeteries, spiral riveted pipe, sluice gates, sugar plantation machinery, worsted yarn, woolens, boilers, Crex carpets and rugs, rugs, carpets, mackinaws, wood turning machinery, belts, underwear, ladies' coats and dresses, silk, leather novelties, lace, valves, flags, medicines, perfume, brick and plaster, wire specialties, wicker furniture. The city's total annual value of manufactured products aggregates about $100,000,000. In 1929, Newburgh exported abroad $476,500 worth of manufactures.

The growth of Newburgh has been along conservative lines. Following are the population statistics of recent years: 1900, 24,943; 1910, 27,805; 1920, 30,366; 1930, 31,253.

THE CITY OF MIDDLETOWN.

Middletown lies in Orange County, nearly midway between the Hudson and Delaware rivers and about 66 miles northwest of New York City. The city is on the New York, Ontario and Western R. R., New York Susquehanna and Wilmington R. R., and Erie R. R. Middletown was settled about 1750 and its location, on the Minisink road, and its position midway between the Hudson and Delaware, gave it its name. It was originally included in Wallkill township. It was incorporated in 1848 as a village and chartered as a city in 1889. Middletown is in a fertile agricultural region and has a large trade in dairy products, livestock and garden produce. It is the location of the New

York, Ontario and Western Railroad shops and also the State Homeopathic Hospital for the Insane. The city's chief manufactures are hats, shirts, saws, cut glass, printers' supplies, files, leather, condensed milk, paper boxes and cigars. 1930 population, 21,928.

THE CITY OF PORT JERVIS.

The City of Port Jervis is located on the Delaware and Neversink rivers, where the States of New York, New Jersey and Pennsylvania meet, and on the Erie Railroad and the New York, Ontario and Western Railroad. It is on U. S. Route 6, which runs northeastward to Kingston. Port Jervis is 88 miles northwest of New York City.

The city's first permanent settlers were descendants of Dutch and French Huguenot pioneers, who settled the town of Deerpark, Orange County. The beauty of the surrounding country makes the city a popular summer resort. Its water power and transportation facilities have contributed to make the city of industrial and commercial importance.

Port Jervis has a number of excellent public and business buildings, two hospitals, Y. M. C. A. building, St. Mary's Orphan Asylum, Elks Home, Federal building, excellent school buildings and churches of several denominations, public library and conservatory of music.

The Erie Railroad, which is closely identified with the interests of the city, has erected a monument to the city's founders.

The principal industries are: Railroad work shops, iron foundries, glass, saw, stove, clothing, muslin and silk underwear and glove factories, silver plating works, silk mills, etc.

Port Jervis became a city in 1907. It had a 1930 population of 10,235 compared with 10,171 in 1920.

CHAPTER 94.

THE COUNTY OF DUTCHESS.

The County of Dutchess lies on the east bank of the Hudson, along which it extends for a distance of about 45 miles, thence eastward for about 20 miles to the Connecticut line. It is bounded on the north by Columbia County and, on the south, by the County of Putnam. The area included in these limits is 474,683 acres.

The surface of the county is generally hilly with mountains in the southern and eastern portions. The highest summits are Old Beacon and North Beacon, with elevations of 1,685 and 1,471 feet above the tidewater of the Hudson. They take their name from the burning of beacons upon their summits during the Revolution for the purpose of giving intelligence to the patriots and of warning them of the approach of the British. A break, in the southeast part of the mountains opening toward the south, is known as Wiccopee Pass, a name given to a village of Highland Indians. This pass was guarded in Revolutionary times to protect military supplies at Fishkill.

The Taconic, or Taghkanick, Mountains occupy the eastern border of the county. They rise from 300 to 600 feet above the valleys and from 1,000 to 1,300 feet above tidewater. These summits are often rocky and precipitous. Lofty peaks in the county are Clove Mountain, in the town of Unionvale, 1,403 feet high; Stissing Mountain, in the town of Pine Plains, with a height of 1,380 feet, and Dennis Hill, in the town of Dover, rising 1,365 feet above tide.

In the western part of the county, are rolling ridges, which terminate abruptly on the river and which form a series of bluffs, from 100 to 200 feet in height.

The principal streams of the county are the Fishkill, Wappinger, Casper, Fall Kill, Crom Elbow, Landsman and Sawkill, which are all tributaries of the Hudson. Ten Mile River, near the eastern border of the county, receives Swamp River from the south, and flows into the Housatonic. Croton River rises in

the southeastern part of the county and Roeloff Jansen's Kill flows for a short distance within its northern border.

Fishkill. This stream is frequently called Fishkill Creek but the word "creek" is superfluous as the syllable "kill" is Dutch for creek. The headwaters of the Fishkill drain the western slope of Chestnut Ridge Mountains. From a central point in the town of Beekman, it flows in a southwesterly direction through the towns of East Fishkill and Fishkill emptying into the Hudson near the south border of the latter town. It is rapid in the upper and lower parts of its course but sluggish through the Fishkill Plains. Between Fishkill and Beacon, it makes a descent of nearly 200 feet.

Wappinger Creek is a picturesque stream and the largest in Dutchess County. It rises in Stissing Pond, in the town of Pine Plains, at an elevation of 800 feet above tidewater, and traverses the county for a distance of about 35 miles in the southerly direction. It passes diagonally through the towns of Stanford and Pleasant Valley. Thence it forms the boundary between the towns of Poughkeepsie, La Grange and Wappinger, flowing into the Hudson at New Hamburg. It receives several branches that water the rich agricultural region through which it passes.

Casper Creek. This stream has its source in the southeastern corner of the town of Hyde Park. It flows southerly, through the central portion of the town of Poughkeepsie, reaching the Hudson some two miles north of the village of New Hamburg. In early documents, it bears a variety of Indian names and also that of "Jan Casperes Creek."

The Fallkill rises in the southwestern corner of the town of Clinton. In its upper course, for a distance of 6 miles, it flows rapidly over a gravel bed between high and rocky hills, thence passing through swampy and low meadow lands in the town of Hyde Park, it winds its way to the Hudson, through an improved channel within the limits of Poughkeepsie. The Indian name of the mouth of the Fallkill was Apokeepsing, meaning "safe harbor" and it is from this word that the city derives its name.

Crom Elbow Creek is a crooked stream about 9 miles long, which rises among the hills at the intersection of the towns of Milan, Clinton and Rhinebeck. At East Park, it turns in an

897-898



STATE MUSEUM AT POUGHKEEPSIE

Colonial House holding historical collections. Although this has been called "The Governor Clinton House" it is doubtful if the first state executive ever occupied it during his years of residence in Poughkeepsie, when it was the capital of New York State



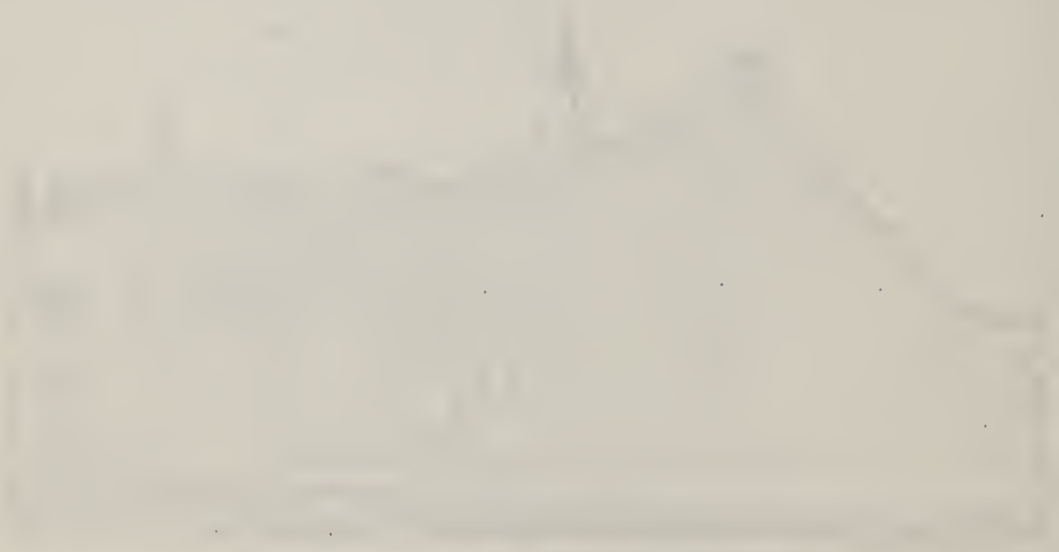
THE GLEBE HOUSE, POUGHKEEPSIE

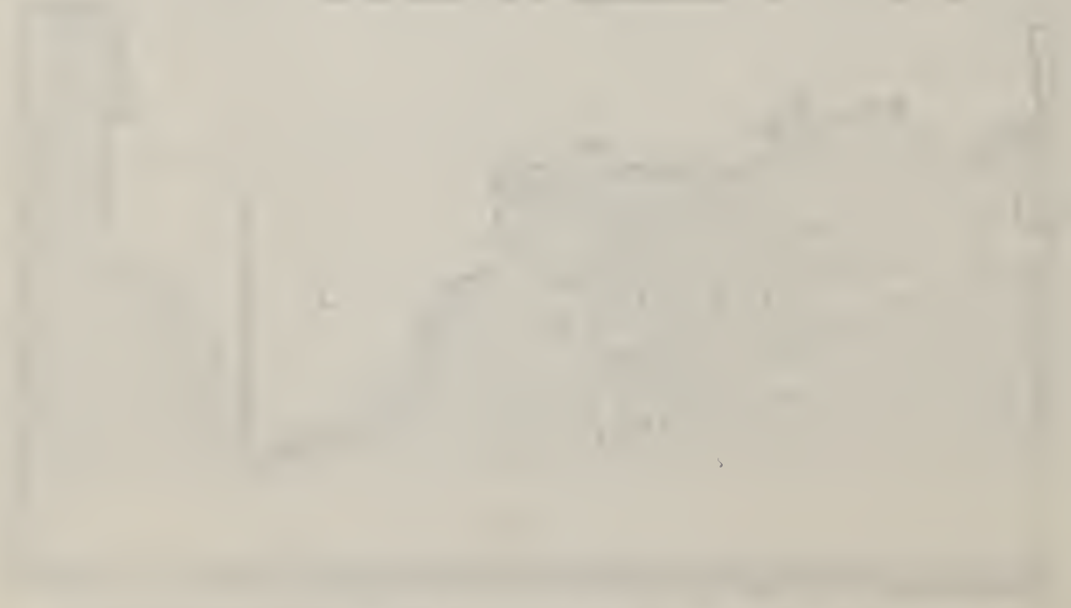
An excellent type of Colonial Dutch brick house



LOOKING SOUTH ON MAIN STREET FROM POUGHKEEPSIE'S "BUSY CORNER"







abrupt elbow to the west, uniting with the Hudson near the village of Hyde Park.

Landsman Kill rises in the northwest part of the town of Rhinebeck. At Fritz Mill Pond, it is joined by the Rhinebeck Creek. Just below this junction, the stream makes a drop of 60 feet which is known as Beechwood Falls. Landsman Kill empties into the Hudson at Vanderberg Cove.

The Sawkill flows through the town of Red Hook and empties into the Hudson at South Bay.

Ten Mile River rises, by several branches, in the eastern part of Dutchess County and flows south through the towns of Amenia and Dover to the village of South Dover, where it turns eastward, emptying into the Housatonic between Schaghticoke Mountain and Ten Mile Hill.

In the central and eastern part of the county, are many little lakes, of which Whaley Pond, in the town of Pawling, and Sylvan Lake, in the town of Beekman, are the largest.

Dutchess County comprises the cities of Poughkeepsie and Beacon and the towns of Amenia, Beekman, Clinton, Dover, East Fishkill, Fishkill, Hyde Park, La Grange, Milan, North East, Pawling, Pine Plains, Pleasant Valley, Red Hook, Rhinebeck, Stanford, Union Vale, Wappinger, Washington. Poughkeepsie is the county seat.

Dutchess County had a 1930 population of 105,222 as compared with 91,747 in 1920.

In 1930, the City of Poughkeepsie had a population of 40,122, as compared with 35,000 in 1920. The 1930 population of the City of Beacon was 11,925 as compared with 10,996 in 1920.

Following are the villages of Dutchess County with their 1930 population: Fishkill, 552; Millbrook, 1,295; Millerton, 917; Pawling, 1,204; Red Hook, 996; Rhinebeck, 1,517; Tivoli, 726; Wappingers Falls 3,336.

THE CITY OF POUGHKEEPSIE.

Nicholas Emigh was probably the first settler of Dutchess County. He located in the present city of Beacon, at the mouth of the Fishkill, in 1685.

Poughkeepsie and Rhinebeck were settled at about the same time as Beacon. Jan Smeedes, Peter Lansing and Gerrit Lansing are named among the early settlers of Poughkeepsie. The Kip family were the first settlers in the town of Rhinebeck.

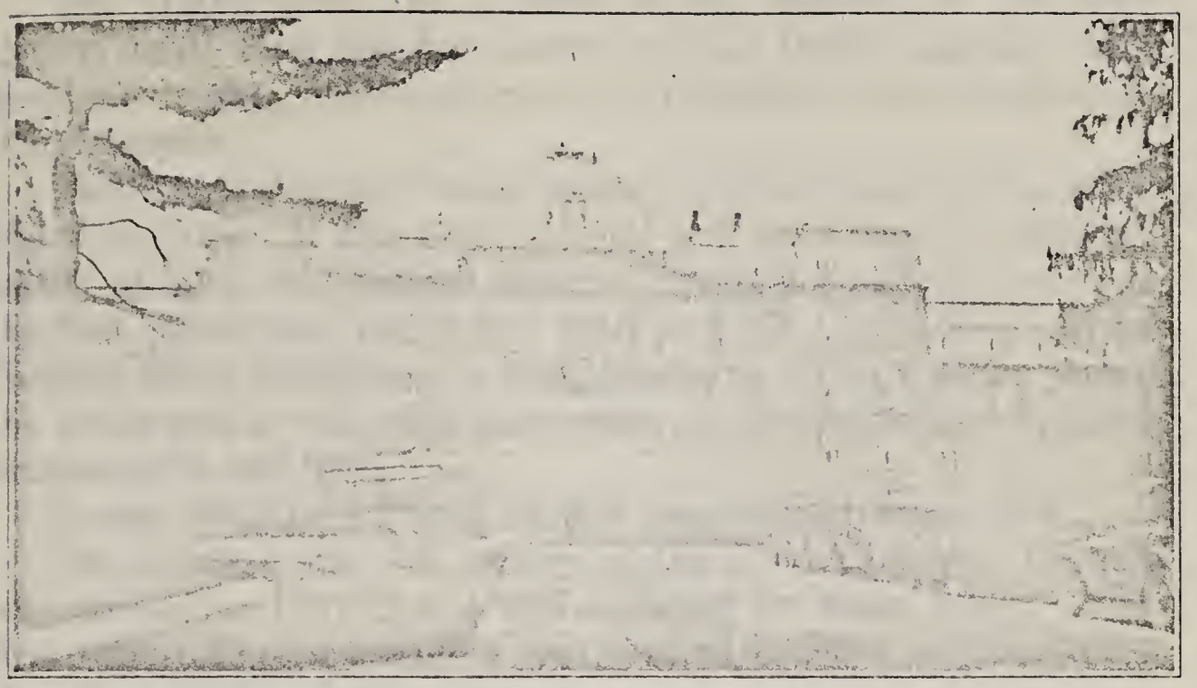
Dutchess County remained sparsely populated for nearly a half century following its first settlement. During this period, it was linked with Ulster County for purposes of administration. However, a courthouse was built at Poughkeepsie in 1720, and soon thereafter an influx of population began which made the county one of the most populous in the Hudson Valley. However, from 1685 until 1735, Ulster County, on the western bank of the Hudson, was comparatively thickly settled for that period, while Dutchess County formed a sharp contrast because of its small population.

The actual date of the first settlement of Poughkeepsie is unknown but its first settlers were Dutch and they probably located here soon after 1680. Arnout Viele received a deed to land here at about that time and, in 1683, a Highland Indian named Massany presented land at Poughkeepsie to Pieter Lansing and Jan Smeedes. In the record of the transaction, the Fallkill is called Pooghkepesingh. There is evidence that Peter Lansing was living at Poughkeepsie on or soon after 1683. Gerrit Lansing and Lawrence Van Ale also settled here about 1683. The VanKleeck family may have located in Poughkeepsie as early as 1692.

The first impetus toward concentration and improvement at Poughkeepsie came in 1703, when the Colonial Assembly ordered the construction or improvement of what afterwards was known as the Albany Post Road, running from "King Bridge aforesaid to the Ferry at Crawlew over against Albany." Poughkeepsie lay directly on this great highway. The road followed an earlier Indian trail, which was probably a rough wagon road in 1703.

Although Dutchess was made a county in 1686, it was too sparsely populated to maintain a separate government and its affairs were administered through the county seat of Ulster County—Kingston or Esopus—until about 1715, when the first Dutchess County government was set up. In 1717, the Provincial Assembly passed an act for the building of a courthouse at Poughkeepsie and the little village then became the county seat.

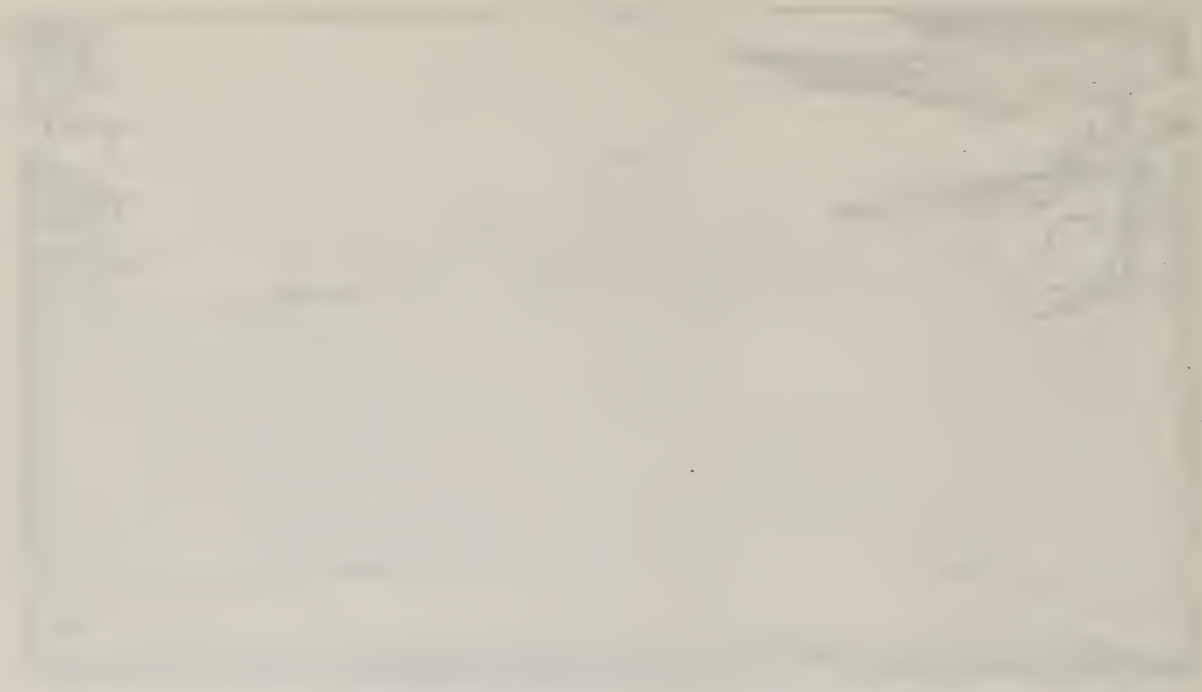
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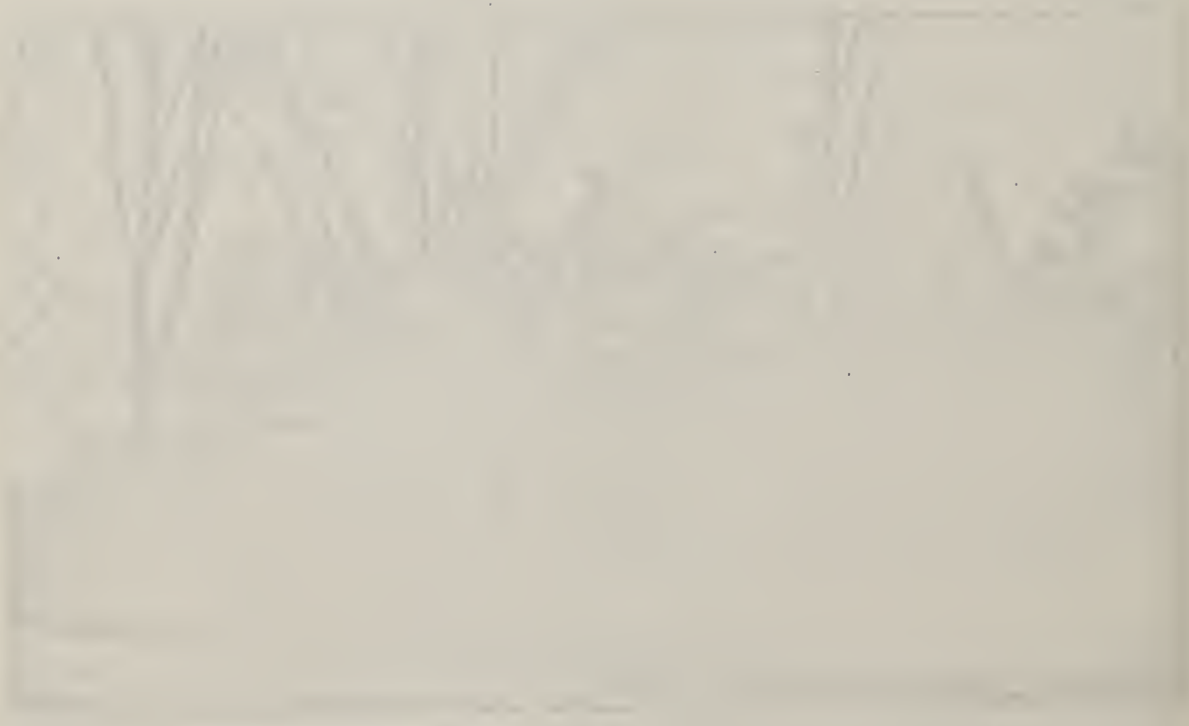


ADMINISTRATION BUILDING, VASSAR COLLEGE, POUGHKEEPSIE



FACULTY HOUSE, VASSAR COLLEGE, POUGHKEEPSIE





The Dutch were the predominating element in Dutchess County until after the Revolution and the Dutch language was generally spoken during the century following the settlement at Poughkeepsie.

The first Reformed Dutch Church of Poughkeepsie was completed in 1723. It was built of stone and stood on the southeast corner of Main and Market streets. Dominie VanSchie occupied the first parsonage, which was built in 1732. It is described as "having three rooms and a study upstairs, a large cellar under the house and a well with good water, a garden and an orchard planted with 100 trees."

A new Reformed Dutch Church was erected after 1760.

The "glebe house" or rectory of the First Episcopal Church was erected in 1767 and is still standing on Main Street. The first Christ Church building was erected in 1774 on the site of the present State Armory.

From the first settlement in 1683 to 1750, the growth of Dutchess County was slow, but after that period it grew rapidly and, from 1749 to 1756, it nearly doubled. Poughkeepsie shared in this increase. A new courthouse was started in 1743. A large number of people of English birth or ancestry moved into Dutchess County at the time of this Colonial population boom.

In 1742, Henry Livingston built his home near the river just south of Poughkeepsie.

The growth of the village did not keep up with that of the county because Poughkeepsie had only about 40 houses in 1770.

Following the retreat of Vaughn's British force down the Hudson in 1797, and the burning of Kingston, the village of Poughkeepsie became the capital of the state. New York's available residential area for its patriots was in the middle and upper Hudson Valley—the area north of the Highlands. This was the American stronghold in the present state area. However, many patriots clung to their homes in the Tappan Zee area, above the Neutral Ground. The Mohawk River region of the Hudson Valley had lost much of its population due to the many enemy raids in that area. After Burgoyne's surrender, the principal patriot strength gathered in the Hudson River region between the Highlands and Stillwater. Poughkeepsie was the most available place for the state capital following the burning of Kingston.

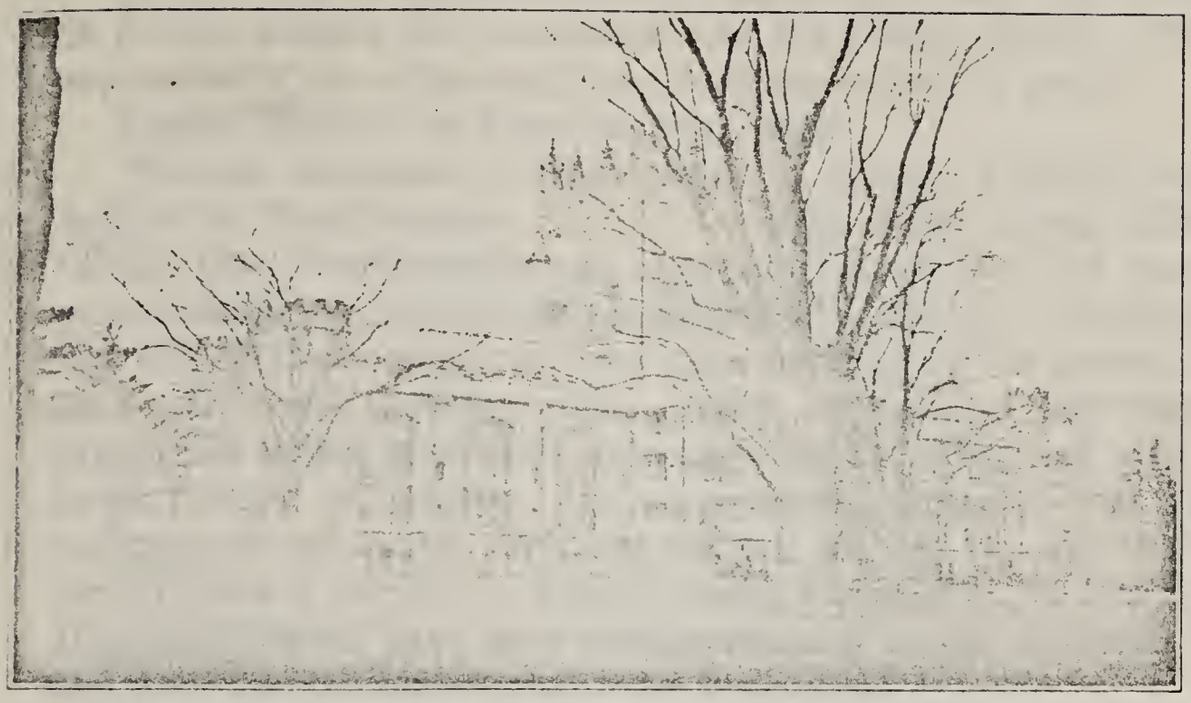
Governor George Clinton had been in Poughkeepsie on many occasions prior to the removal of the state government to that place. There he visited his brother-in-law, Dr. Peter Tappen, and he also looked after the work of constructing the American frigates and river obstructions which were manufactured at the Poughkeepsie shipyards.

After Clinton's hard work in combating the Vaughn raid, he rested at Poughkeepsie for some time. Here he was joined by members of the Council of Safety, to whom legislative rights had been granted just before the burning of Kingston. Thus Poughkeepsie became the seat of government and, after a visit to his home at New Windsor, Governor Clinton returned to Poughkeepsie in December, 1777, and issued a call for a legislative session.

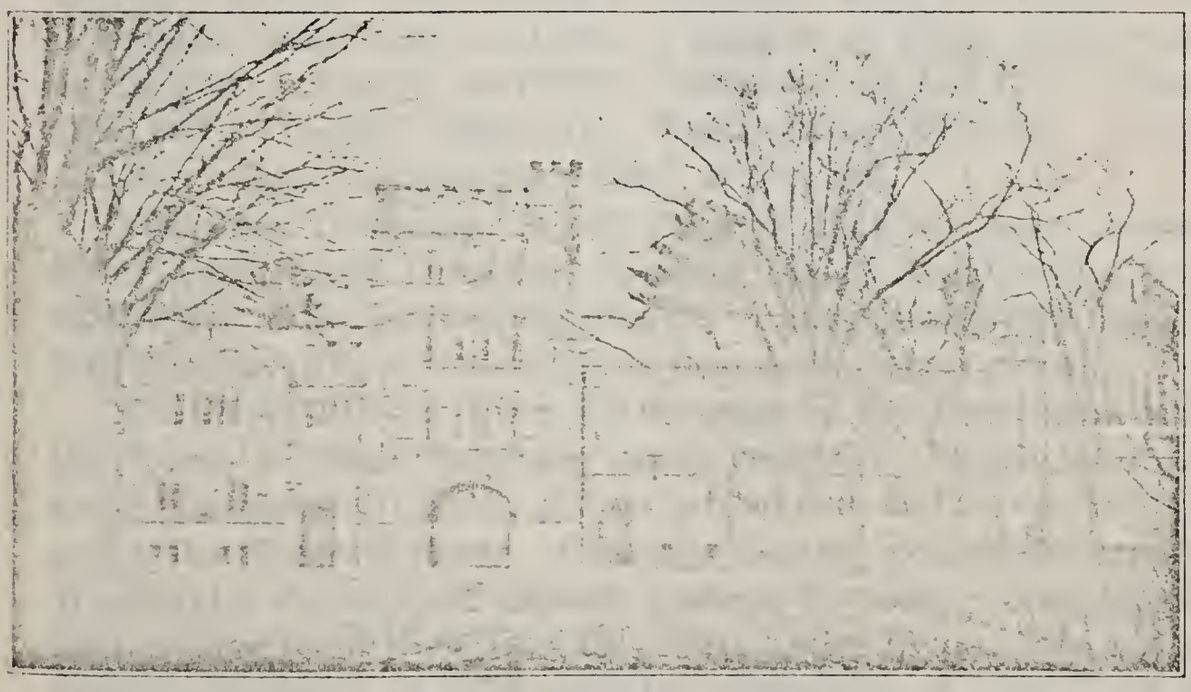
Platt's "History of Poughkeepsie" says:

"From this time [1778] Governor Clinton's letters show him to have been living in Poughkeepsie and there has been much discussion as to what house or houses he occupied. In connection with this subject, it is to be remembered that a number of prominent Tories had already left Poughkeepsie and their property had been taken temporarily for the use of patriots. There is evidence, either in the Clinton papers, published by the State, or in other records, that the State paid for repairs of two different houses in Poughkeepsie on Governor Clinton's orders. One of these was the Snedeker house and the other the Crannell house, but the searches instituted by members of the Daughters of the American Revolution have failed to find any direct reference to the Everitt house. Tradition, however, points so strongly to its use, for important purposes during the Revolution, that the State has been induced to purchase it and it is now in the custody of the D. A. R. and known as the Clinton Museum. It is the only house in Poughkeepsie that has survived the years with any tradition of association with Revolutionary leaders and it is not improbable that Clinton did occupy it at some time during his residence here. But, that it was the first gubernatorial mansion or the principal one in Poughkeepsie, is to be questioned. The little map, dated 1790, has the Crannell house marked 'Occupied by G. Clinton during the Revolution.'"

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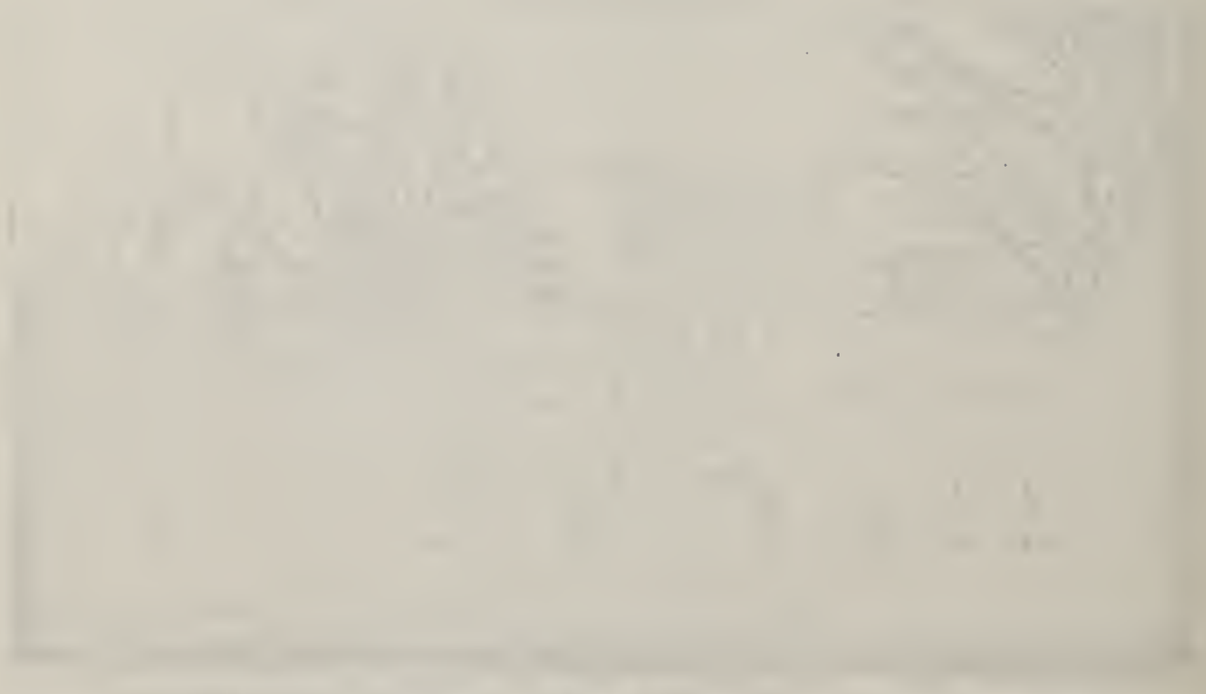


THOMPSON MEMORIAL LIBRARY, VASSAR COLLEGE



THE FINE ARTS BUILDING, VASSAR COLLEGE, POUGHKEEPSIE





At the time of the Revolution, Poughkeepsie had only about 60 houses, besides the Courthouse and the Dutch Church. The population of the village could not have exceeded 400 people.

Platt's "History of Poughkeepsie" says:

"Several hundreds of the letters of George Clinton were written in Poughkeepsie. * * * They show, among other things, that Poughkeepsie and Dutchess County were of paramount importance during the second period of the war. Dutchess was the only county not at some time invaded by the enemy, it paid more taxes than any other county, furnished a very large proportion of the provisions necessary for the army and also a large number of soldiers. In emergencies, Dutchess was the mainstay of the State. Without its aid, without the aid of the sturdy band of patriots in Poughkeepsie, it is hard to see how the Highlands should have been held; perhaps it is not too much to say, how the Revolution could have been won."

After the capture of New York City by the British, the patriot strength of the State lay mainly in the Hudson River counties of Dutchess, Albany, Ulster and Orange. This is shown by the taxes paid by the counties of the State, from the Declaration of Independence, July 4, 1776, to October 1, 1781, which were as follows: Albany, £875,720; Dutchess, £1,116,141; Ulster, £620,008; Orange, £280,741; Westchester, £79,450; Tryon, £32,450; Charlotte, £3,821. Total £3,008,479.

From the foregoing, it will be seen that the four Hudson River counties of Dutchess, Albany, Ulster and Orange paid £2,892,610 of the total of £3,008,479. The same situation largely held good relative to the supply of men and of army stores.

The State of New York did its part in the Revolution with the forces of these foregoing seven counties. Tryon later became Montgomery County and its settled area lay almost entirely along the Mohawk River. Charlotte County comprised present Washington County and present western Vermont. Long Island, Staten Island and New York City were under British domination from the summer of 1776 until the evacuation of New York by the British in November, 1783.

It is probable that the sessions of the State Legislature were held at the courthouse in Poughkeepsie during the Revolution.

After it was burned in 1785, the Legislature did not return to Poughkeepsie until the new building was finished in 1788.

When the Hudson River was bottled up by the British warships at New York City, the shipbuilders of Poughkeepsie became distressed for want of business. Governor Clinton appealed to the Council of Safety in their behalf and they were given work constructing gunboats for the defense of the Hudson.

Washington visited Poughkeepsie on December 27, 1782, and again in May, 1783.

John Holt published a patriot newspaper in New York when it was threatened by the British in 1776. He removed his newspaper to Kingston, when the fall of New York City seemed imminent. He moved his plant from Kingston to Poughkeepsie prior to the burning of the former place in 1777. He remained at Poughkeepsie, where he was the official State printer, until the British evacuated New York City in 1783, when he returned to the metropolis.

A regiment of Continental troops was quartered at Poughkeepsie in the winter of 1778-1779, when the condition of the American soldiers in the Highlands was most distressing.

The Legislature held three sessions in Poughkeepsie in 1778 and the winter session of 1779. From August 11 to October 25, 1779, it met in Kingston. It held its first session in Albany from January 27 to March 14, 1780. Later sessions were held as follows: April 22 to July 2, 1780, Kingston; September 7 to October 10, 1780, Poughkeepsie; January 17 to March 31, 1781, in Albany. After that, all sessions were held in Poughkeepsie until the end of the war in 1783. For six years—from 1778 until 1783—Poughkeepsie was the capital of New York, as the state offices were maintained here and the governor kept his official residence in the city.

The State Legislature was in session at Poughkeepsie in 1781 when news of the surrender of the British Army at Yorktown was received. Both houses and the Governor went to the Dutch Church where services of thanksgiving were held by Rev. John H. Livingston, later president of Rutgers College. Cannons were fired, bonfires were lighted in the streets and there was general rejoicing.

909 910



BEEKMAN ARMS, RHINEBECK
The second oldest hotel in the United States



ENTRANCE GATES TO THE HUDSON RIVER ESTATE OF
F. W. VANDERBILT AT HYDE PARK
On the Albany Post Road, U. S. Route 9





The Poughkeepsie Journal, the city's first newspaper, was started in 1785.

A regular ferry service was started across the Hudson River at Poughkeepsie in 1798.

Poughkeepsie was incorporated as a village in 1799. It was granted a city charter in 1854. The building of the Hudson River Railroad did much to promote the growth of the city. Later local developments in transportation were the building of the railroad and vehicular bridges across the Hudson here, the founding of Vassar College and the inauguration of college rowing races in the Hudson River at this point.

Poughkeepsie is the largest city lying on the Hudson River between New York and Albany and it is practically midway between those points. It is a city of growing industrial, commercial and transportation importance. The city limits comprise an area of six miles with a Hudson River frontage of two miles.

Poughkeepsie is a growing city. In 1930, it had a population of 40,288 as compared with 35,000 in 1920. It is the capital of Dutchess County.

Poughkeepsie has 60 miles of streets, a large part of which is improved or under construction. A program of street improvement is being carried out, which includes the widening of some of the principal thoroughfares.

The city has excellent parks and playgrounds, a country club, golf course, yacht clubs, tennis courts, Y. M. C. A. and Y. W. C. A., both of which afford opportunities for physical culture and recreation. Poughkeepsie has excellent theatres, motion picture houses and Woodcliff Pleasure Park, on the northern city limits, as well as other recreational attractions.

Poughkeepsie is on the main line of the New York Central Railroad and 20 northbound and 20 southbound trains stop here daily. The city is also served by the New York, New Haven and Hartford Railroad, which runs four trains east and west, stopping at Poughkeepsie, and also other railway connections at Maybrook.

Ten bus lines connect the city with outlying territory. One line runs to Danbury, Waterbury and Bridgeport, all in the State of Connecticut.

A well equipped airport lies to the southeast of the city and is increasing in availability and popularity.

Poughkeepsie is an important Hudson River port. The river channel is from 40 to 60 feet deep off the city and lumber ships from the Pacific Coast unload here. Four or five lumber ships unload at Poughkeepsie each month and among them are some of the largest freighters in the intercoastal trade.

The Hudson River Day Line and the Central Hudson Steamboat Company afford excellent passenger and freight service. Four large passenger steamboats and three freight and passenger boats stop at Poughkeepsie daily during the season.

Poughkeepsie has well organized police and fire departments. There are 48 officers on the police force. Four of these are on motorcycle duty and one is a policewoman.

Poughkeepsie has ten grade schools, one high school, an administration building, five parochial schools, a continuation school, trade school and night school. Private educational institutions, in or adjacent to Poughkeepsie, are Vassar College, Eastman College, Putnam Hall and Oakwood School. Vassar College is one of the leading educational institutions for women in the country.

In the city, there are two fine hospitals and a private sanitarium, with a total of 300 beds; a tuberculosis hospital, with 130 beds and a State Hospital for the Insane.

Poughkeepsie is in an advanced position as regards public health matters. The city has a health officer, city physician, public health nurses, bacteriologists, registrar of vital statistics, school physician, dentist and nurses. It maintains three child welfare stations, conducts public clinics and fully coöperates with county and state health officials.

One of the chief features of Poughkeepsie is its railroad and vehicular bridges which here cross the Hudson River. The highway bridge was opened in 1930 and cost $6,000,000. Both are of great value to the city as a transportation center. The village of Highland, on the western shore of the river, is also reached by ferry.

The intercollegiate rowing regatta is held on the Hudson at Poughkeepsie during the latter part of June and draws great



THE OLD DUTCH CHURCH, RHINEBECK



EVANGELICAL CHURCH OF ST. PETER THE APOSTLE, ON THE ALBANY POST ROAD, NEAR RHINEBECK

A tablet on the walls says that it was "known for more than a century as the Stone Church. Within its walls stood the first church built in 1730 by the Palatine settlers." The reference is to the Germans from the Palatinate on the Rhine, who settled in this section of the Hudson Valley in 1710





crowds. The races were started here in 1895 and they have been the source of excellent and effective publicity for the city.

Woodcliff Pleasure Park, which has been mentioned, is one of the finest amusement parks in the Northeastern United States. It has a swimming pool, which measures 18,000 square feet and which cost $150,000 to build. It has 3,000 lockers and 500 showers. The pool will accommodate 3,500 bathers. The Park is situated on U. S. Route 9, the Albany Post Road, near the northern city limits.

Among Poughkeepsie's points of interest are: Adriance Memorial Library, Governor Clinton House, Glebe House, former home of Samuel F. B. Morse, perfector of the telegraph; Soldiers Fountain, Soldiers Monument, Vassar College, campus and lake. The Governor Clinton House has created considerable controversy as it is claimed that Clinton did not occupy it during his stay in Poughkeepsie. It houses historical collections.

The Vassar College buildings are generally of much beauty and interest. The College is visited by many tourists. Its activities and the annual events and commencement attract large numbers of people.

The city is the county seat of Dutchess County and it is the center of a rich agricultural area. The county has 515,849 acres of land, of which 464,202 acres are cultivated.

Poughkeepsie is a city of diversified industries. It has the largest horseshoe factory in the world. Following are some of the leading manufactures: Auto specialties, bricks, barrels, boilers, ball bearings, badges, bed springs, beverages, buttons, carbon brushes, coal bags, cough drops, canned goods, candied fruits, cream separators, cigars, dresses, dyes, elevators and dumbwaiters, electrical appliances, farm machinery, furniture, fireproof and waterproof materials, furniture polish, foundry products, gauges, horseshoes, hardware, textiles, men's and boys' clothing, mill supplies, machine parts, mattresses, notebooks, neckties, paper boxes, piano hammers, radio parts, shirts, underwear.

The Poughkeepsie Chamber of Commerce is an outstanding organization. The Chamber of Commerce Building is located at 57 Market Street, in the heart of the busy city.

THE CITY OF BEACON.

The City of Beacon, Dutchess County, lies on the east bank of the Hudson River opposite Newburgh, with which it is connected by ferry. It is on the New York Central Railroad and the Central New England division of the New York, New Haven and Hartford Railroad. It is on Route 9 D, which runs along the Hudson River from Bear Mountain Bridge to U. S. Route 9, the Albany Post Road, near New Hamburg and south of Wappingers Falls. Beacon has road connection with U. S. Route 9 at Fishkill about 5 miles northeastward.

Beacon was formed as a city, in 1913, by the union of the villages of Fishkill Landing and Matteawan. The city lies at the foot of Mount Beacon, the northernmost and highest summit of the Highlands. Its location, adjacent to these mountains and on Newburgh Bay, gives it unrivalled scenery. An inclined railway runs up the western slope to the summit of Mount Beacon, from which a wonderful view is to be had of river and mountains, and where a summer colony is located.

Beacon has 11 churches, a hospital, library, two national and two savings banks, also the Sargent Industrial Free School for Girls, a high school, three grade schools, paid fire department, municipal waterworks and a sewage disposal works.

The industries of the city are important and include some of the larger factories along the Hudson River. The chief factories are: Woolen, silk and embroidery mills, paint, fuel economizer, rubber goods, automobile tire and tube, fireworks, tool, fan, paper box, bakers' oven, overalls, trousers, hat and slug shot factories, lumber mill, brick yard, foundries and machine shops.

The Fishkill empties into the Hudson at Beacon. The city section was important in the Revolutionary War period and its connection in this regard is covered in the historical chapters of this work.

In 1930, Beacon had a population of 11,925 as compared with 10,996 in 1920.

CHAPTER 95.

THE COUNTY OF ULSTER.

The County of Ulster is located on the west bank of the Hudson River, along which it extends for a distance of 40 miles. Its southern limits touch the river at a point about 62 miles north of New York City. It is one of the original or "Mother Counties" of the state and, at different times, has had portions of its territory taken for the creation of new counties.

In "The County of Ulster," E. M. Ruttenber describes it as follows:

"Situated, to a considerable extent, between the Catskill Mountains on the northwest, the Shawangunk Mountains, on the southwest, and the Highlands, on the south, the county, viewed from a commanding elevation, presents the appearance of a great basin, with mountains and high hills on nearly every side, with the lower portion cut up into smaller sloping hills and gently undulating lowlands, through the valleys of which, streams and streamlets take their way.

"In the northern part of the county, extending from the northeast to southwest, is one of the main ranges of the Catskill Mountains, the most southerly of the system. Their lofty peaks, lifting their majestic heads high in air, present an aspect of grandeur rarely equalled. In some places, the ascent of the mountain sides is easy and gradual, while, in others, it is rocky and broken and steep, and covered with boulders. In still other places, are sheer cliffs, impossible of ascent, a thousand or two thousand feet in height. In these mountains, arise innumerable streams, some of which rush down the steep sides and some through the beds of ravines, hundreds of feet deep, having almost vertical sides. These ravines are locally called 'cloves,' as though, through some mighty convulsion of nature, the huge mountain had been cloven asunder, as by the Almighty stroke of an Eternal sword.

"About the same formation is found in the Shawangunk Mountains. These mountains extend from northeast to southwest, in the southwestern part of the county and are the most

northerly range of the Alleghanies. They are not quite so high as the Catskills but are of the same general formation. On the northwest, and, merging in the Catskill range, are Blue Hills so called from the reflected color of the rocks, which stand at the head of the Esopus Valley and spread over Sullivan County."

The Shawangunk Mountains take their name from a place in the town of Shawangunk, Ulster County. The name of this locality—Shawangunk—means "at or on the hillside." It was later applied to the mountains.

"On the west side of the Shawangunk range, the rocks are precipitous; on the east side, in many large districts, the land has the appearance of having been shaved off and the rocks pulverized, as by the slipping of a glacier during the Ice Age, and the valley of the Wallkill, near the base of the range, bears the evidence of the path through which the ice passed to the ocean. The hillsides are generally very fertile, particularly in grasses, from which the ancient milk and butter of this and original southern Ulster were famous. As a basin for the wash of the hills on its three borders, its three valleys, the Esopus, the Groot Esopus and the Wallkill had primarily no equal in the province for production.

"The principal streams of the county, those whose function it is to perform the office of the leaders in the drainage arrangement, are three in number. They are the Esopus, the Rondout and the Wallkill. Of these, the most important is the Esopus. It rises in the extreme northwestern corner of the county and takes a southeasterly course until it reaches a point near the center of the town of Marbletown, not more than 12 miles from the Hudson; then it turns in an abrupt elbow and flows northward, bearing a trifle easterly and discharges its waters into the Hudson at Saugerties. The stream is more than 60 miles in length.

"The Rondout has its rise in the town of Deming, but soon gets beyond the Ulster line into Sullivan County. After making a wide circuit in that county, it reenters Ulster across its southern boundary, just at the western base of the Shawangunk Mountains and flows northeasterly, along their base, discharging into the Hudson at Rondout.

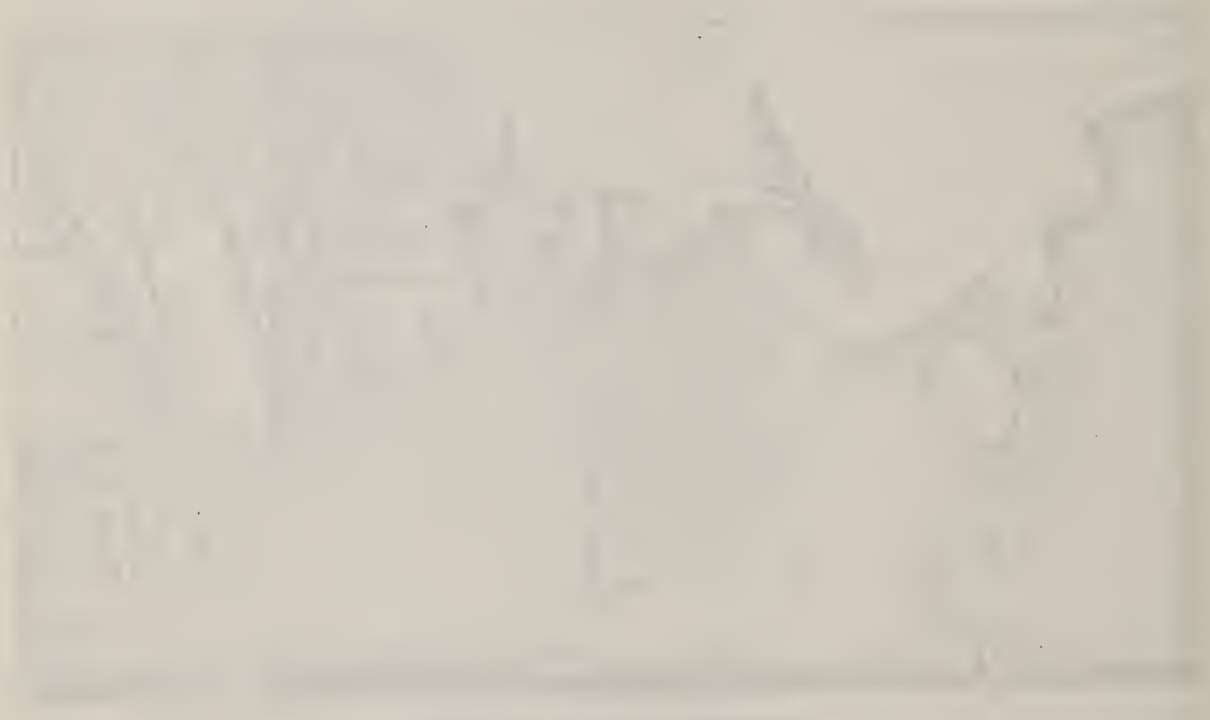
"The Wallkill, or, more properly, the Waalkill, has its rise in New Jersey, flows thence north through eastern Orange

918-930



COURTHOUSE, KINGSTON

This building was erected in 1816. It stands on the site of an earlier structure in front of which Governor George Clinton was inaugurated in 1777



County on a course almost due north along the foot of the eastern slope of the Shawangunk Mountains, and westward of the ridge of bluffs which border the Hudson, empties into the Rondout Creek a few miles above its mouth.

"There are a great variety of smaller streams, tributaries to those above mentioned. Of these, the more historic are the ancient Peakadasink, so called in 1684, now the Shawangunk, which skirts the mountain base through Orange County and becomes a tributary of the Wallkill in Shawangunk. The Zandberg, the Fantine Kill, the Wawarsing, the Plattekill, Sawyer's Kill, Green Kill, Mother Kill, the Little Esopus, Old Man's Kill, Rochester Creek (the ancient Mombaccus), etc. The principal falls on the Rondout are Honk Falls, near Ellenville, and High Falls in Marbletown. The former descend 200 feet, of which 60 is in a single cataract. The latter has a fall of about 50 feet and is supposed to have been the Second Fall, so named in the treaty deed of 1677. * * * There are five principal ponds which the Dutch called Binnen-water (inland water). A small lake, in the town of Rochester, retains the name of Mombaccus. In the town of Woodstock, a small body of water now bears the unattractive name of Shues Lake, illustrating what an English speaking people can do with a Dutch name when they get fairly hold of it. The original Dutch was Schoon Meer, a very pleasant name. It means, 'a fine, handsome, clear, pure lake.' The vulgar 'Shue' should be obliterated from maps. The overflow of the lake goes to the Esopus. On Old Man's Kill, where it unites with the Hudson in Marlborough, is a picturesque waterfall and ravine. Coxing Kill, in Rosendale, has one of the most remarkable Indian names of the series—Koghsuhk-sing, 'Near a High Place.' On a map of the U. S. Geological Survey, the stream is marked as the outlet of Minniewaska Lake, which lies in a basin of hills 1,650 feet above the level of the Hudson. * * *.

"The land was originally covered with forests, except strips of lowland along the streams where the Indians planted their maize and other crops. These were kept clear of new growths by fires which were set by the natives after harvesting the crops in the fall."

Ulster County comprises the City of Kingston and the towns of Denning, Esopus, Gardiner, Hardenburgh, Hurley, Kingston,

Lloyd, Marbletown, Marlborough, New Paltz, Olive, Plattekill, Rochester, Rosendale, Saugerties, Shandaken, Shawangunk, Ulster, Wawarsing, Woodstock. The City of Kingston is the county seat.

Ulster County had a 1930 population of 80,079 as compared with 74,979 in 1920.

The City of Kingston had a 1930 population of 28,166, compared with 26,688 in 1920.

Ulster County has the following villages, and their 1930 populations were: Ellenville, 3,260; New Paltz, 1,362; Pine Hill, 289; Rosendale, 536; Saugerties, 4,049.

THE CITY OF KINGSTON.

The first permanent settler on the site of Kingston and in the County of Ulster was Thomas Chambers, who moved from present Troy to the Groot Esopus in 1652. He located his "bowerie," or farm, on the north side of the stream about three miles inland from the Hudson. The names of other early settlers were Mattys Hendricks, Johan De Hulter, Christopher Davidson, Jurian Van Westphalen, Evert Pels Van Steltyn, Jacob Jansen Hap, Jacob Andrieson and Andries Vander Sluys.

In the first stockade of 1658 at Esopus (Kingston), were the dwellings of sixteen families. In 1661, Stuyvesant ordered a new stockade built which enclosed 31 lots. Although Chambers, the first settler, was an Englishman, practically all the early settlers of Kingston were Dutch.

The main events, relative to Ulster County, are covered in the historical chapters of this work.

Modern Kingston is fully as interesting as the historic city, which is covered in this history. It is one of four cities which form great neighborhood centers in the 90-mile course of the Hudson River, between the Highlands and Albany. They are—Newburgh, Poughkeepsie, Kingston and Hudson. The early history of these towns is detailed in the historical chapters of this work.

Kingston lies on the west side of the Hudson River. It is 90 miles north of New York and 59 miles south of Albany. It is sufficiently removed from the Capital City and other market

923-924



DeWALL TAVERN, KINGSTON
A famous resort in Colonial times for dinners, parties, dances and meetings



HOTEL GOVERNOR CLINTON, KINGSTON





cities, to have a large retail and wholesale trade and an extensive commerce of its own.

Kingston is a center of trade for the vacationland of the Catskills, which lies to the west of the city. This mountain region is reached by a number of roads which radiate from the city and the entire Catskill and Shawangunk Mountain resort area is accessible from Kingston as from no other point. The Ashokan Reservoir, which is part of the Catskill water supply system of New York City, lies to the west of Kingston and forms a point of interest which is visited by thousands of tourists.

Kingston is situated on high ground, rising from Rondout Creek and the Hudson River, which gives it a healthful situation, with scenic attractions at many points of the city. Kingston's water supply affords the purest water; its sewage system is complete and modern and its death rate is very low.

The public and semi-public buildings of Kingston are fine examples of architecture. Kingston of Colonial days had many houses of stone. When the British burned the city in 1777, most of the stone walls of these houses were left standing and many of them are now incorporated in Kingston dwellings.

Some of the historic buildings and sites of Kingston are the following:

The "Senate House," built at the corner of present Clinton Avenue and North First Street. It was erected in 1676. This house was the birthplace of constitutional government in New York State as it was here that the first state constitution was adopted in 1777. The house is furnished with Colonial and Revolutionary furniture and articles. It forms a museum, which is open free to the public, except on Sundays. The State of New York has built a stone building, to serve as a historical museum, which stands at the rear of the Senate House, which is one of the most important historic houses along the Hudson River. It is also one of the oldest buildings located on our "River of Destiny."

The Van Steenburgh house stands at the intersection of Wall and Franklin streets. It is famous as the only house in Kingston which was not destroyed in the burning of the city by the British in 1777. It is an excellent type of Colonial architecture.

The Vanderlyn house, on Green Street, is the birthplace of John Vanderlyn, famous American painter of the early nineteenth century. He was the painter of the "Landing of Columbus" in the Capitol at Washington. He is represented by a fine portrait of Governor Yates in the New York City Hall.

The Bogardus Tavern stands at the corner of Fair Street and Maiden Lane. It was operated on a grant issued by King George. General Washington was a guest at this tavern in November. 1782.

On the corner of John and Crown streets, the original lines of the Kingston Academy have been preserved. At this corner are three other handsome old buildings of Colonial type.

The Ulster County Courthouse, erected in 1816, occupies the site of the original courthouse where, in 1777, George Clinton was inaugurated as the first governor of New York State. It is a handsome stone building of Colonial architecture.

The First Reformed Church occupies the site of the first Dutch Church. It contains many interesting historic relics. Governor George Clinton is buried in the graveyard, which surrounds the church and a handsome monument marks his burial place.

Academy Green is a triangular park on which stood the building of Kingston Academy prior to the erection of the modern high school on Broadway. This spot was a site of Indian councils in Colonial days and treaties were made here for the termination of several Indian wars.

Kingston is a center for vacation tourists. It has a number of fine hotels which are largely patronized by motorists. There are many fine drives radiating from the city. One of these is to and around the Ashokan Reservoir, which lies six miles west of Kingston. There is a 40-mile drive, over fine roads, around the reservoir, through picturesque country and past the famous aerator, which is the largest of its kind in the world.

Woodstock, a famous art colony, lies ten miles west of Kingston. Many artists, musicians and writers live here and a summer art school is conducted at the place. In the summer, concerts of a high order are given every afternoon. The Woodstock Art Gallery contains a fine collection of paintings and is open free to the public.

Kingston has 50 miles of paved streets. It has well organized and efficient police and fire departments. Chief of the city buildings are the City Hall, Courthouse, Post Office, Y. M. C. A., Elks, Knights of Columbus, Jewish Community Center, American Legion, and handsome and important school buildings.

The City of Kingston is an important transportation center, by river, railroad and highways. The steamers of the Hudson River Day Line land at Kingston Point and the Central Hudson Steamboat gives freight and passenger service. The New York Central Railroad is reached by ferry to Rhinecliff. The city is directly served by the West Shore, Ulster and Delaware, Wallkill Valley and Ontario and Western railroads. Auto bus lines run in every direction. Kingston is on U. S. Route 9W, the Storm King Highway.

Kingston is an important trading center with many busy and progressive wholesale and retail establishments. The city is also important industrially. Many of the factory buildings are of the most modern type, incorporating every approved safety device and sanitary and health feature. The city is also a center for an important agricultural, dairy, fruit and berry country.

Kingston is the county seat of Ulster County. The city had a 1930 population of 28,088 as compared with 26,688 in 1920.

CHAPTER 96.

THE COUNTY OF COLUMBIA.

The county of Columbia is the sixth county lying on the east side of the Hudson, northward from New York. It is bounded on the west by the Hudson River, on the south by Dutchess County, on the east by the State of Massachusetts and, on the north, by Rensselaer County.

The county runs along the Hudson River for nearly 30 miles. Its area is 688 square miles or more than 448,000 acres.

The eastern section of the county is mountainous as it is traversed by the Taconic range. A prolongation of the Peterborough ridge enters Columbia County on its northern border but soon diminishes into inconsiderable hills. To the westward of these ranges, the county's surface forms an undulating plateau, which extends to the Hudson, where it terminates in bold hills or bluffs.

The largest tributary of the Hudson is Stockport Creek. This stream is formed by the union of the Kinderhook and Claverack creeks, which unite about three miles from the outlet of Stockport Creek into the Hudson. The stream and its tributaries drain about seven-tenths of the surface of the county.

Kinderhook Creek rises in Rensselaer County and flows in a southerly course into the northeastern part of Columbia County, where it is joined by the Wyomanock Creek, flowing from the Lebanon hills. It then turns northwest, reenters Rensselaer County and then flows in a southwesterly course, being joined by Kline Kill, Stony Creek and Valatie Kill, which has its headwaters in beautiful Kinderhook Lake. The Kinderhook Creek then flows in a southwardly direction to its junction with Claverack Creek.

Claverack Creek rises in a number of lakes and ponds situated in the eastern and southeastern parts of the county. One of the principal of these is Copake Lake, which furnishes a considerable part of the water of the southern branch of Claverack

Creek. The two branches unite near Claverack village, whence the stream flows nearly north to its junction with the Kinderhook.

Roeloff Jansen's Kill is another main stream of Columbia County. This creek has its sources among the Taconic Mountains and from a cluster of small lakes or ponds which lie in the southeastern part of the county, near the Massachusetts line. The kill flows near the base of the Taconic Mountains, then swerves toward the southwest, until it reaches and barely crosses the south line of Columbia County into Dutchess County for a short distance. It then flows northwesterly into Columbia County, where it is joined by the outlet of Lake Charlotte. It continues in a north-northwesterly direction, receiving the waters of the Kleina Kill, and enters the Hudson River at a point about 8 miles above the Columbia-Dutchess counties line.

Stockport Creek was originally called "Major Abraham's Creek," from the location thereon of Major Abraham Staats. He settled on the north side of the stream as early as 1664 and probably before. Staats was surgeon at Fort Orange. He went from Holland to that place in 1642 with Dominie Megapolensis. In 1664, Indians burned his first house. It was soon rebuilt and it forms one of the oldest and most interesting of the Hudson Valley houses of the seventeenth century.

Jans Frans Van Hoesen was the first settler at Claverack Landing, where he located in 1662. Another early settler there was Gerrit Schlichtenhorst. Other Dutch farmers soon settled the rich farming lands on Claverack Creek.

One of the early settlers of Kinderhook was Gerrit Teunissen, who patented lands adjacent to Kinderhook Lake. The settlement of Kinderhook took place about 1640.

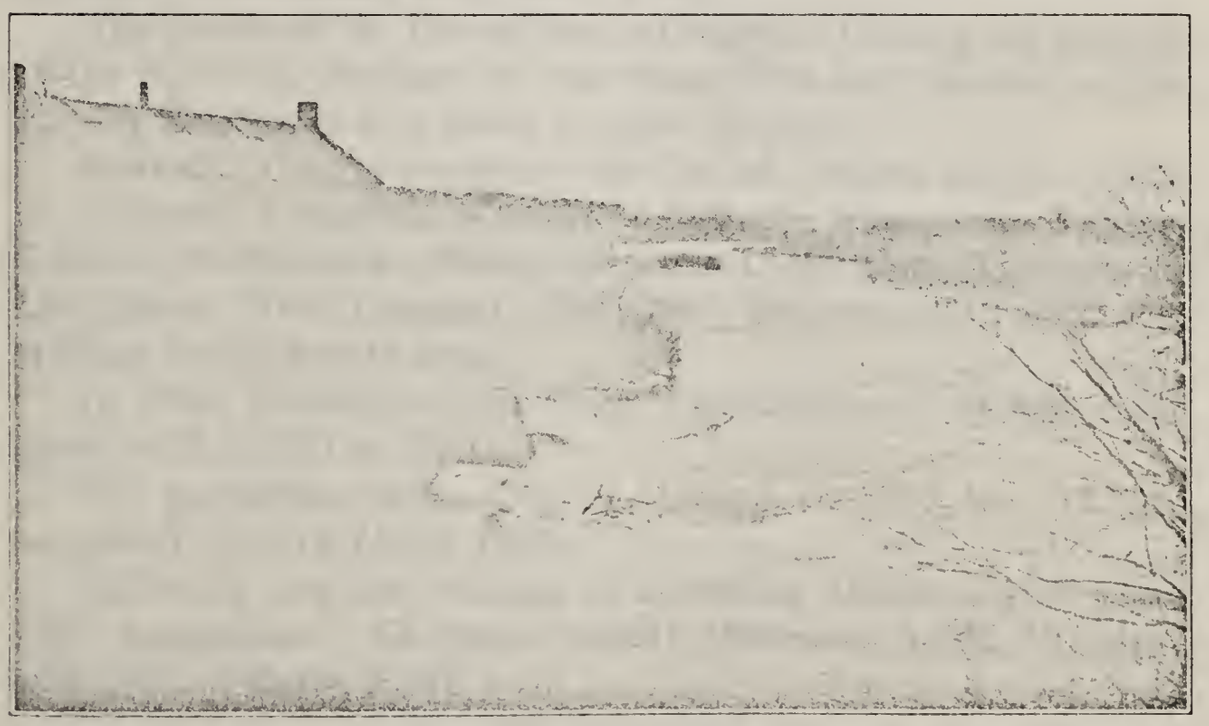
Following are the names of Dutch settlers, who arrived between the years 1658 and 1664, and who are believed to be among the first settlers of Columbia County:

Evert Luycas, wife and daughter, Gillis Mandeville, Jannetje Teunis Van Ysselstein, Gerrit Aartsen Van Beuren, Gerrit Cornelissen Van Beuren, Peter Marcelis Van Beest, Aert Pietersen Buys Van Beest, Frans Jacobsen Van Beest, widow Geertje Cornelis Van Beest and six children, widow Adrientje Cornelis Van Beest and daughter, Goossen Jansen Van Noort Van Beest, Hendrick Dries Van Beest, Neeltje Jans Van Beest, Geertring Teunissen Van Beest, Dirck Storm, wife and six children; Ferdi-

931-932



COLUMBIA COUNTY COURTHOUSE, HUDSON



STOCKPORT CREEK

One of the most picturesque streams in the Hudson Valley. The photograph was taken by the author from the bridge carrying U. S. Route 9, the Albany Post Road, across the creek





nandus De Mulder, Marytje Theunis Van Beest, Claes Melius, wife, children and servant.

Like all other Hudson River counties, knowledge of the early settlers of Columbia County is incomplete. The settlement of Palatine Germans in Columbia County in 1710, is given in the historical chapters of this work.

The eastern portion of the county was generally settled by pioneers from New England which was also true of the other Hudson River counties, lying on the east shore of the river, north of present Bronx County to Glens Falls—Westchester, Putnam, Dutchess, Columbia, Rensselaer and Washington.

During the French-Indian War, there were a number of Indian forays into Columbia County, in which a number of people were killed or captured.

At the outbreak of the Revolution, Columbia County formed part of Albany County. Committees of Safety were formed in all the Hudson River counties, which then comprised Albany (of which Rensselaer and Columbia were a part), Dutchess, Ulster, Orange, Westchester and New York.

The events of the Revolution in Columbia County are covered in the historical chapters of this work. The early history of the City of Hudson is also given in those chapters.

Columbia County comprises the City of Hudson and the towns of Ancram, Austerlitz, Canaan, Chatham, Claverack, Copake, Gallatin, Germantown, Ghent, Greenport, Hillsdale, Kinderhook, Livingston, New Lebanon, Stockport, Stuyvesant, Taghkanic. Hudson is the county seat.

In 1930, Columbia County had a population of 41,680, compared with 38,930 in 1920.

The population of the City of Hudson, in 1930, was 12,337, compared with 11,745 in 1920.

Following are the villages of Columbia County, with their 1930 population: Chatham, 2,424; Philmont, 1,862; Kinderhook, 821; Valatie, 1,246.

THE CITY OF HUDSON.

The City of Hudson lies at the natural head of deep water navigation on the Hudson River. The city is 38 miles south of Albany, 114 miles north of New York, 195 miles from Boston and 324 miles from Buffalo. The city has an area of four square

miles. It has 20 miles of streets, 14 miles of which are of standard modern construction.

Hudson has unusual transportation advantages. It has a free navigable river channel of 28 feet or more southward to New York. This makes it possible for 90 per cent of the ocean-going freighters to dock at Hudson. For nine months of the year, there is day and night boat service to New York City. The New York. This makes it possible for 90 per cent. of the ocean-Eight passenger trains on the Boston and Albany Railroad stop daily at Hudson. There is even hour trolley service to Albany and 45 minute ferry service across the river. Hudson is a rail and water freight transfer point for New England.

Hudson has a high pressure water system. Its fire department numbers seven companies with auto apparatus.

The city has attractive parks advantageously located. Mineral springs are located nearby and there are many historic points of interest in and around the city. A large country club is situated adjacent to Hudson and there is a summer cottage colony on a nearby lake.

Hudson has an excellent school system with a fine, modern high school with academic and vocational courses. The city has a hospital with adequate and modern accommodations.

Hudson has about 50 industries. The city's chief manufacturing plants are the following: two of the largest cement plants in the world, large conveyor and ice tool factory, marine life saving equipment plant, railway car wheel company, three large textile mills, beverage plants, lumber yards, large brick plants, furniture, paper box, cut glass, mattress, garment and other factories. The annual shipment of products from the city totals about 1,000,000 tons.

A water front development has been planned of piers, and warehouses for Hudson; piers and grain elevators for Athens and a similar island development, in the river between the two towns. The development on the Hudson side of the river has been planned to extend over four miles along the shore between North Bay and Stockport.

Hudson had a 1930 population of 12,337, compared with 11,-745 in 1920.

Hudson is the capital of Columbia County and a handsome, modern courthouse is located in the city.

CHAPTER 97.

THE COUNTY OF GREENE.

Greene County lies on the west bank of the Hudson River. It is bounded on the north by Albany County and this line is that of the former manor of Rensselaerwyck. It is bounded on the south by Ulster County.

Greene County fronts on the Hudson River for a distance of about 25 miles. The county runs, for a similar distance, east and west. It takes its name from General Nathanael Greene, of Revolutionary fame.

The southern part of Greene County contains the Catskill Mountains and the rest of the county is generally hilly.

The Catskills form one of the greatest scenic features of the Hudson Valley. The main range reaches heights of about 4,000 feet. From this range, a spur of mountains extends through the county in a northeasterly direction, with peaks ranging from 2,500 to 3,000 feet in height. This range forms a natural boundary, dividing the county into two nearly equal parts and separating the towns of Jewett, Windham and Hunter from Durham, Cairo and Catskill, on the east.

The eastern slope of the Catskills is wall-like and precipitous, while the western side falls away in gradual slopes and in spurs of smaller mountains and hills. The north sides of these spurs are rocky and bare while their south sides are covered with deposits of drift.

In the western part of Greene County, a spur of mountains runs across the county, entirely hedging off the town of Halcott from the other towns. The valley on the west of this spur is drained by the Bush Kill; that, lying between these mountains and the central range above referred to, by the Schoharie and its branches. The county, on the east of the range, is drained by the Catskill and its branches.

Clefts, between the Catskill Mountains, are called "cloves," which name is derived from the Dutch word kloof, meaning a "cleft" or "gorge." These cloves, in some cases, form wide val-

leys, while others are narrow ravines, whose steep sides rise 1,500 feet above the streams which occupy their beds. The most important of these are the Kaaterskill Clove, Bush Kill Clove, Stony Clove, Mink Hollow and Plattekill Hollow, all in the southern part of the county.

The principal mountains lie about seven miles from the Hudson River at their nearest point. In front of them and to the eastward, lies a range of lesser mountains, known as the Little Catskills or the Hoogebergen—"high hills," in Dutch. They rise to heights of from 500 to 700 feet and lie about four or five miles west of the Hudson. Between these hills and the river, are several ridges which parallel fertile valleys. The most strongly marked and important of these is the Kalkberg, which lies two or three miles west of the Hudson and which rises, in a precipitous wall, from 100 to 150 feet.

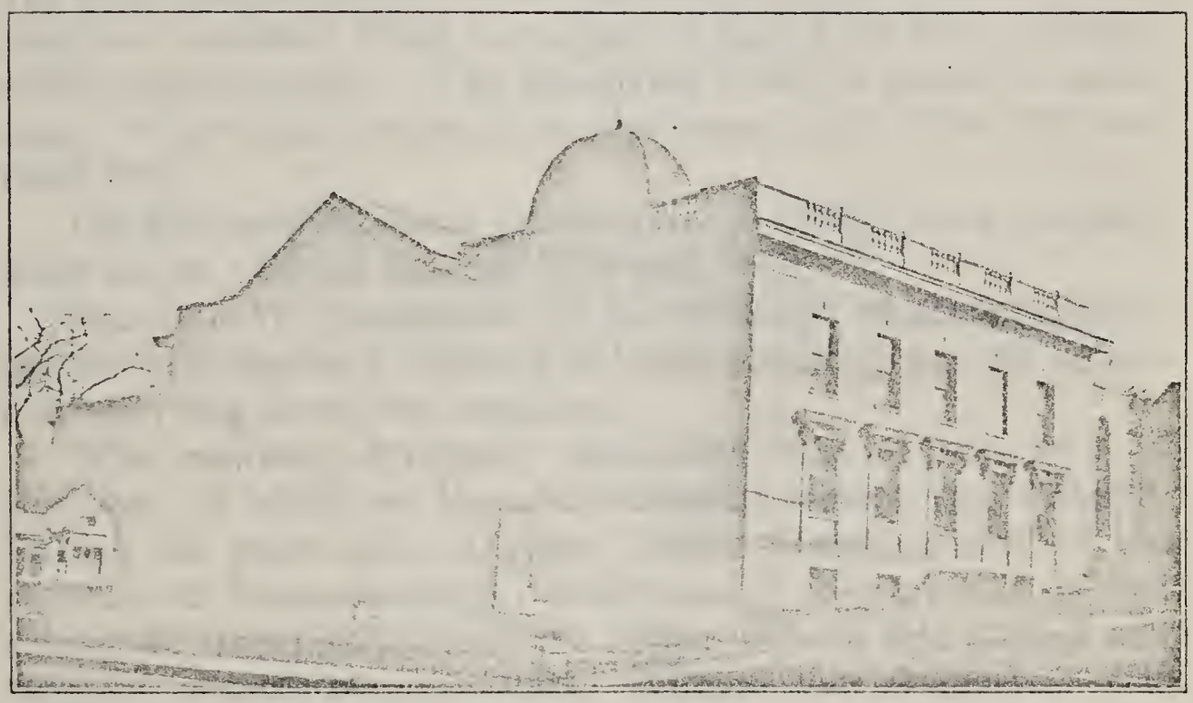
The soil of Greene County is generally a heavy, shaly loam, with local variations to sand and gravel. Along the valleys of the creeks, there are numerous flats of heavy, fertile soil. On the elevated portions, the soil is so stony as to render cultivation difficult if not impossible.

The largest of the streams of Greene County are the Catskill, which flows into the Hudson, and the Schoharie, which runs northward and empties into the Mohawk.

The Catskill rises in a swamp in Schoharie County called, by the Dutch, Eckerson Vly. From there, it flows through Greene County, across the towns of Durham, Cairo and Catskill, forming, for short distances, the dividing line between Greenville and Durham. It then flows on, between the towns of Catskill and Athens, and empties into the Hudson River at Catskill. It is about 40 miles in length.

About two miles from its mouth, the Katerskill, principal tributary of the Catskill, joins that stream. It rises in the lakes on South Mountain and flows through a winding channel down one of the grandest gorges in the entire Catskill region. As it descends, it forms a number of beautiful cascades, chief of which is Haines Falls. Here, the waters of the west branch of the Katerskill fall over a precipice 150 feet high. The Katerskill Falls have two descents of 175 feet and 80 feet. The winding course of the Katerskill is shown by the fact that its source is

937-938



GREENE COUNTY COURTHOUSE, CATSKILL
Home of the Greene County Historical Society



only nine miles from its junction with the Catskill, pursuing a serpentine course of 25 miles from its source to its mouth.

The Schoharie River rises in the southern part of the town of Hunter only a few miles from the Hudson River. It flows northwesterly, draining about half the county of Greene. It then flows northward entirely through Schoharie County in its central section. It then runs through the southern half of Montgomery County and empties into the Mohawk River at Fort Hunter. In Schoharie and Montgomery counties, the stream is known as the Schoharie River, as its volume justifies its name. The waters of the Schoharie are dammed at Gilboa where a great reservoir is created which forms part of New York City's Catskill water supply system. The Schoharie River is about 75 miles long. Its principal branches are the Batavia Kill, West Kill and Bush Kill.

The first settlements in present Greene County were probably made on the Catskill between 1645 and 1650.

Jonathan W. Hasbrouck, in his collection of early history, printed in Sylvester's "History of Ulster County," has the following regarding these first locations:

"The nearest settlement, antedating that of the town of Kingston, of which we have an authentic record, was Katskill. During the year 1643, Adriaen Vander Donck, sheriff of the patroon of Rensselaerwyck, ambitious of becoming a landed aristocrat, undertook to buy the Indian title to this section and engaged settlers for his estate. Kiliaen Van Rensselaer was highly incensed at this independent procedure of his liegeman, and took possession of it himself, claiming that no one had a right to buy within eight miles of his estate without his consent. August 22, 1646, Cornelius Van Slyck obtained a patent for it. Van Schlechtenhorst, director for the former (Van Rensselaer), waged a war of words about it and settled a plantation there. Either through these would-be lords or a desire to be independent, some few families had, in the meantime, fixed their homes on the banks of the Catskill Creek, and thus began the nearest settlement to Esopus. Harmen Vedder, Jan Dircksen of Bremen, Jan Jansen of the same place, and Peter Teunnisen were among them."

The Vander Donck mentioned above, was later to become the founder of Yonkers.

Following the settlement of Catskill, Dutch farmers located on or near the Hudson River and later penetrated westward. For a century, the Dutch predominated and then the emigration from New England began which largely populated Greene County.

In 1800, the County of Greene was set off from Albany and Ulster counties. Other historical matter, relative to Greene County, is contained within the general chapters of this work.

Greene County comprises the towns of Ashland, Athens, Cairo, Catskill, Coxsackie, Durham, Greenville, Halcott, Hunter, Jewett, Lexington, New Baltimore, Prattsville, Windham. The village of Catskill is the county seat.

Greene County had a 1930 population of 25,770 as compared with 25,796 in 1920.

Following are the villages of Greene County with their 1930 population: Athens, 1,616; Catskill, 5,053; Coxsackie, 2,195; Hunter, 624; Tannersville, 656.

CHAPTER 98.

THE COUNTY OF ALBANY.

The following description of Albany County is largely taken from "History of the County of Albany," published by Munsell:

The County of Albany is one of the original ten counties of the present State of New York, which were set off on November 1, 1683. Albany County is situated on the west bank of the Hudson River. From the mouth of the Mohawk, at the northern limits of the county, it is about 165 miles to the source of the Hudson and about 160 miles to its outlet into New York Bay. It lies at the head of tidewater and of navigation.

Albany County extends for 22 miles along the Hudson River. Its width is about 25 miles. It has an area of 544 square miles or about 348,160 acres.

The surface of the county is much diversified. The land generally slopes from the flats of the Hudson upward to the Helderbergs, which occupy the western third of the county. These mountains are the predominating scenic feature of Albany County, just as the Catskills are of Greene County. They are most imposing and picturesque elevations—not summits or peaks —which have had considerable recreational development.

The base of the Helderbergs is from 400 to 800 feet above the tidewater of the Hudson. The tops of the mountains rise from 300 to 1,000 feet above the plateau at their base. The Helderbergs and this plateau, lying between them and the Hudson, constitute the greater part of Albany County.

Along the Mohawk River, the ground is broken and rugged. Rocky ridges, deep gullies, hills and plains of clay and sand are abundant throughout Albany County.

The highest elevation in Albany County is at a place called the Helderberg Station of the United States Coast Survey. Its summit is 1,823 feet above sea level.

The Helderbergs connect with the Catskills of which they are outlying spurs viewed as mountain masses although they are of differing geological formation.

Spurs of the Helderbergs, which have distinctive names are Cedar Hill in Bethlehem, Mossy and Gedney Hills in Coeymans, Grippy and Irish Hills in Berne, Sittle's Hill in Knox, Bennett's Hill, Mount Pleasant and Copeland's Hill in New Scotland.

In the acts establishing the river boundaries of Albany County, all the islands in the Hudson River, nearest to its western shore, were included in the County of Albany. Several of these islands are of great historical importance, both as regards the history of Albany County and of the Hudson Valley. One of the most important is Castle, Van Rensselaer or Westerlo Island, which is now the site of the Albany Port development. It comprises 160 acres and originally was a site of fertile farmland. In 1833, it was occupied by eleven farms. This island was originally known as Castle Island because the French traders, who located on it in 1540, built a stockaded post at this point. The island was previously subject to floods and one of the many freshets drove out the French. Captain Hendrick Christiaensen built the original Fort Nassau on this island in 1614. It also was so severely damaged by floods that the post was moved in 1617 to the mouth of the Normanskill, where a new fort was built. The Coast Survey maps give the name Westerlo to this island as the name Van Rensselaer was given to the island opposite Albany on which the Boston and Albany car shops are located.

In the Sprouts of the Mohawk, are Haver, Van Schaick, Whale and Green Islands. These islands were formed by silt brought down by the Mohawk River and the "Sprouts" are channels separating these islands.

Menemines Castle, a temporary Mohawk village, once stood on Haver Island.

Van Schaick Island was fortified by Schuyler during Burgoyne's invasion of 1777 and Schuyler occupied the Van Schaick house as his headquarters.

Whale Island takes its name from the fact that a whale stranded and died upon its shores in the year 1646.

Green Island lies directly opposite Troy's business section. It is the location of the village of Green Island.

943-944



(Courtesy of the Albany Times-Union)

ALBANY'S SKY LINE

As seen in 1930 from the Rensselaer side of the Hudson. The erection of many new buildings in the State Street section has given the city an entirely new sky line in recent years



Pleasure Island, north of Albany, was a favorite recreation place in the days of the racetrack.

Beeren Island lies in the Hudson River about 11 miles south of Albany and a little southeast of the village of Coeymans.

In 1643 the patroon of Rensselaerwyck erected a fort on the island, known as Rensselaer Stein, which was built to enforce the "staple right" of the patroon. The difficulties attending the building of this fort are covered in the historical chapters of this work.

Other islands in the Hudson River, which belong to Albany County, that have names are as follows, going from south to north: Shad, Schermerhorn, Wooden, Poplar, Sills or Van Woert, Bear, Beacon or Bisley, Cabbage or Jolly, Marsh, Bogart's, Lower Patroon, Patroon, Cuyler, Hillhouse or Glen, Breaker.

The ponds or lakes of the county are small. Big and Little lakes are ponds in the town of Rensselaerville, Werner's Lake is in the town of Berne. Thompson's Lake is in Berne and Knox. Lawson's Lake is in New Scotland and Coeymans. Tivoli Lake and Deer Pond are in Colonie.

The chief streams of the county, aside from the Hudson, are the Mohawk, Normanskill, Catskill and Schoharie. All other streams are tributary to these.

The fall of the Hudson River from Albany to New York City is only three feet. Tidal influence is noted in the river as far north as Troy. The mean tide at Albany is 2.46 feet above that at Governor's Island in New York Bay. In fact, the Hudson is an arm of the sea, from the bay up to the state dam at Troy. The new 27-foot channel of the river, extending to Albany and Rensselaer, will now make this arm of the sea navigable for sea-going vessels.

Albany County comprises the cities of Albany, Cohoes and Watervliet and the towns of Berne, Bethlehem, Coeymans, Colonie, Green Island, Guilderland, Knox, New Scotland, Rensselaerville, Westerlo. Albany is the county seat.

The following are the villages of the county with their 1930 populations: Altamont, 858; Colonie, 1,166; Green Island, 4,331; Menands, 1,488; Ravena, 1,962; Voorheesville, 644.

Following are the 1930 populations of the cities: Albany, 127,358; Cohoes, 23,201; Watervliet, 16,086.

Albany had a 1930 population of 127,358 compared with 113,344 in 1920.

THE CITY OF COHOES.

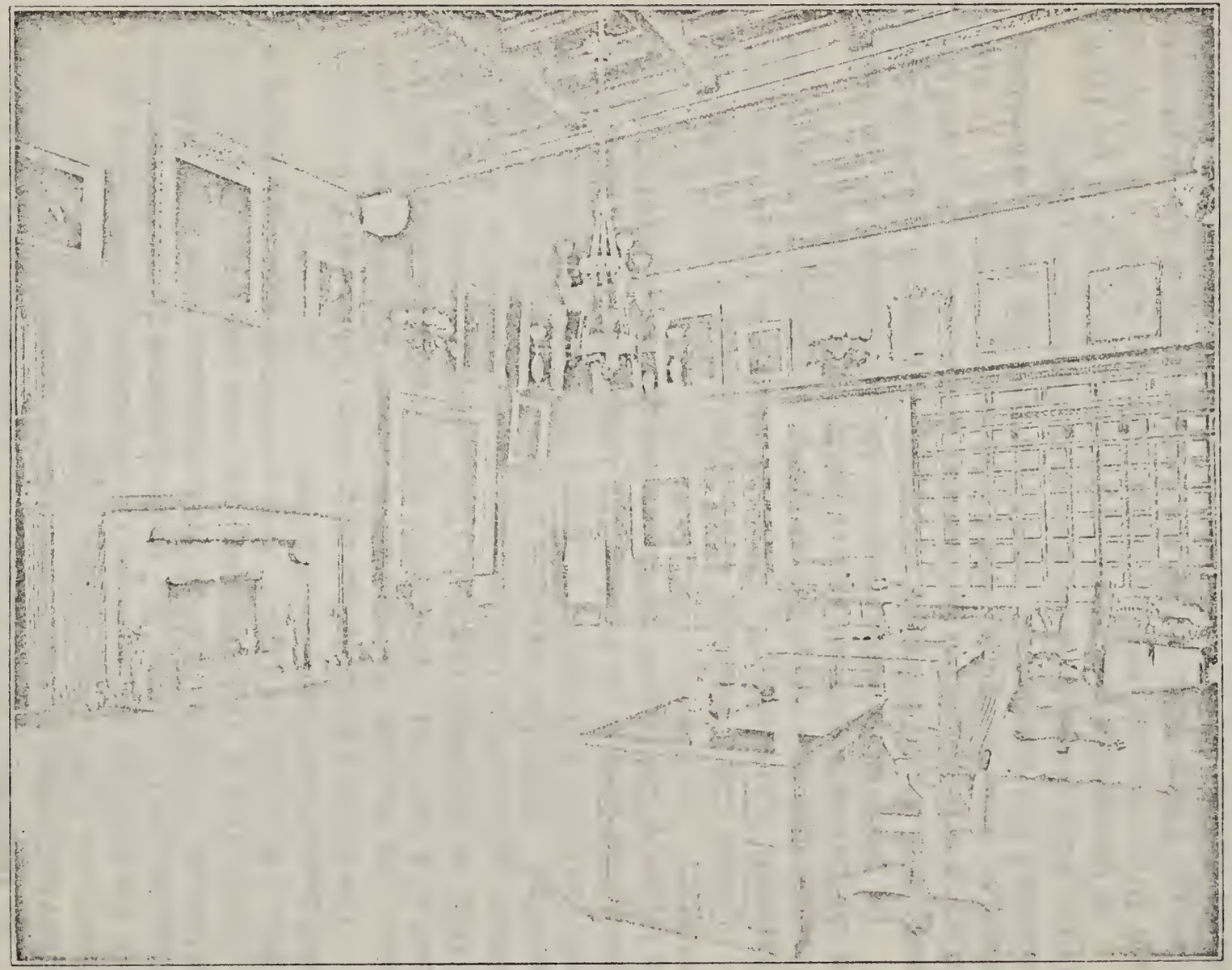
The following is largely taken from a sketch of Cohoes, which appeared in "The History of the Mohawk Valley, Gateway to the West," which was compiled by the author of this work and published by the S. J. Clarke Publishing Co. in 1925. The sketch was written by J. F. Noe, secretary of the Chamber of Commerce of Cohoes.

Historically, as early as 1642, the "Cahoos" of the Iroquois was a place name meaning "Beyond the Falls," and, for 150 years, it was "rugged scenery." * * * Previous to 1811, the present site of the city was a large tract of land centered by this great water fall. The Cohoes south shore section was part of the great manor of Rensselaerwyck set up in 1636. It is probable that this Mohawk River outlet section of the "Colonie," as it was termed, had some settlement soon thereafter. As the Colonie lands were then leased there is little record of white occupancy in this region in those early days. There were a few houses in present Cohoes, following the Revolution but the city's area then mainly consisted of farms and waste land.

In 1811, the Cohoes Manufacturing Company, which was incorporated for the manufacture of cotton, woolen and linen goods, ironmongery, etc., purchased a tract of land and erected a factory and several buildings. The water power for the factory was supplied by a wing dam extending into the Mohawk River. The company operated until 1827, when the mill was burned. Then the property was sold to the Cohoes Company, which was incorporated March 28, 1826, and which started the city on its manufacturing career. This company owned the entire water power of the Mohawk River, from one-half mile above to one mile below the falls.

The stone dam, above the falls, is one of the most substantial structures of the kind in the country. It was built in 1865 and is 1,443 feet in length. By means of this dam, the entire water supply of the Mohawk can be diverted from its natural channel and impressed into the service of manufacturers. A series of

917.446



GOVERNOR'S ROOM, STATE CAPITOL, ALBANY



canals, branching from the main outlet of this dam, supplied water power to the industries which were attracted to Cohoes by this vast water power.

In 1915, the Cohoes Company changed hands and all water-power and property rights passed to the ownership of the Cohoes Power and Light Corporation. This company immediately began the erection of the present hydro-electric plant which now supplies electric current for power purposes to all the factories of Cohoes. Three units of 10,000 horse-power were built in 1915, a fourth unit of 10,000 horse-power was added in 1921 and, in 1925, a fifth unit of 14,000 horse-power was installed making a total horse-power capacity of 54,000.

The knitting business had its birth in Cohoes nearly a century ago. The business was started by Egbert Egberts, then a resident of Albany, who employed a young machinist named Thomas Bailey of Ballston Spa. * * * Bailey invented the first power appliance in this country, to be attached to a knitting machine. With the invention of this machine, Egberts built a mill in Cohoes and started a factory for the manufacture of knit goods, the first of its kind in the United States. Cohoes grew to be one of the largest centers of knit goods manufacture in the country.

Cohoes was a village of about 1,000 people in 1837, when the Harmony Manufacturing Company located in the present city. Its first mill was completed in 1838. The company became one of the largest manufacturers of cotton cloth in the State.

In 1866, while excavating for the foundations of the Harmony Mill No. 3, workmen uncovered a pothole in the stone bed of an ancient channel of the Mohawk River. In it was found the skeleton of a mastodon, which was nearly complete. It was mounted and now stands, together with a full sized restoration, in the State Museum in the Education Building in Albany.

In the eastern part of the city and on the banks of the Hudson River, stands the Van Schaick House, which was used by General Philip Schuyler as the headquarters of the American Army during the early operations of the Saratoga campaign in 1777.

In 1924, the fine model of the *Half Moon*, which was an important feature of the Hudson-Fulton celebration of 1909,

was presented to the City of Cohoes and anchored on the shore of Riverside Park.

Cohoes has a large City Hall and a handsome, modern high school in a sightly location. The city has 22 churches, athletic and social clubs and fraternal organizations. Cohoes has one of the best fire departments in the State.

Cohoes is served by the New York Central and Delaware and Hudson Railroads. The city is connected with Troy and Waterford by bridges. Waterford is the junction point of the Erie and Champlain Canals. Route 7 connects Cohoes and Schenectady, while Route 32 runs northward from Cohoes through Waterford, Mechanicville, Saratoga Battlefield and Schuylerville to Glens Falls.

The principal industries of Cohoes are knit goods, cotton cloth, cotton batts, machinery, iron pipe, wall paper and paper stock and brick.

Cohoes was incorporated as a city in 1869. It had a 1930 population of 23,201 as compared with 22,987 in 1920.

THE CITY OF ALBANY.

Albany is important, not only as the capital of New York State, but for its commerce, transportation and industries. With the completion of the Deeper Hudson in 1930, Albany became a seaport. Water connection with the Great Lakes and Lake Champlain, through the Barge Canal, and the centering here of important railroads make the city one of the most important transportation centers in the northeastern United States. Commerce and industries are conservative and it retains much of both given it by its position in earlier times as a distributing point and terminal. The Canadian and Adirondack forests to the north have always made it an important lumber port.

The city has a river frontage of over four miles and extends westward nine miles. It rises from a narrow alluvial strip to a sandy tableland 200 feet above the Hudson.

The Capitol is the chief building in Albany, largely because of its importance as the center of the government of New York State. It was completed at a cost of $29,000,000. The lack of unity in the architectural scheme is apparent. It was begun in 1871 and continued by several different architects. Millions

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CITY HALL, ALBANY



have been expended on alterations and reconstructions. The building is of Maine granite in the Renaissance style. It occupies a commanding position in the city and is still a dominating feature in spite of the skyscrapers which have been built adjacent to it. The building stands on part of the site occupied by the original Capitol, which was built in 1806. Besides the rooms for the Governor, Legislature and State officials, the Capitol contains a collection of Revolutionary and Civil War relics. The grand western staircase is said to be the finest staircase in the world.

The City Hall and Albany County Courthouse face the Capitol. The original building of the Albany Academy, built in 1817, stands in Capitol Park. It is one of the finest examples of Colonial architecture in New York State, having been designed by Philip Hooker.

The Delaware and Hudson building, at the foot of State Street, is one of the most beautiful buildings in the State. Many handsome hotel and business buildings have been erected in recent years.

The State Education building faces the north side of the Capitol. It is a handsome building in classical style with an imposing row of huge columns along its front. The construction materials are white marble, terra cotta and dark granite. The building contains the State Library, State Museum, State Library School, offices for the Board of Regents and Department of Education. The Library has a stock room with a capacity for 2,000,000 volumes. A number of mural paintings adorn the wall of the Library entrance hall. The State Museum has important and interesting collections of geology, mineralogy, paleontology, archeology, botany and zoology. It has a wonderful collection of Iroquois Indian groups. The Education Building also has a large auditorium.

The State Office Building faces the western side of Capitol Park. It is 35 stories high and houses the state departments. This structure, of modern architecture, was completed in 1930. Situated on the summit of Capitol Hill, the State Office Building now dominates the skyline of Albany.

The Albany Institute and Historical and Art Society is located

on Washington Avenue a short distance west of the State Office Building. It houses interesting portraits and historical and art collections. Its most interesting features are several rooms furnished with Colonial furniture and other antique objects of much popular appeal.

Among Albany's important religious edifices are two cathedrals, All Saints (Protestant Episcopal) and the Church of the Immaculate Conception (Roman Catholic). Saint Peter's Church (Protestant Episcopal) is said to be the finest example of French Gothic architecture in the United States. The Reformed and Madison Avenue churches date from 1642, when the first Reformed Dutch Church was organized in Beverwyck, the then Dutch name of present Albany. The church was incorporated in 1720. In 1799, two churches were erected to accommodate the increase in membership due to Albany's growth.

Albany has important educational institutions, including the State College for teachers, the Law, Medical and Pharmacy colleges and Dudley Observatory of Union University; Albany Academy, Saint Agnes School, Albany Female Academy, Bender Hygienic Laboratory, besides fine city public and parochial schools.

The city has three hospitals, Albany Hospital, Homeopathic Hospital and St. Peter's Hospital.

The Albany State Penitentiary was established in 1848.

Albany has a number of fine hotels and important retail and wholesale business houses. Recent building operations have given the city a marked metropolitan character.

Albany has about 235 industries with nearly 10,000 employes and an annual pay-roll of about $14,000,000. The annual value of products is over $62,000,000.

Albany has the largest factories in the country producing electric car heaters and door operators, embossed blocks, checkers and dominoes, composition billiard balls, paper towels and toilet paper, carbonic acid gas, college caps and gowns, papermakers' felts and blankets. Other important products are car wheels, automobile accessories, clay products, printing, meat packing, plate glass, food products, cigars and tobacco, iron and brass foundry goods, gas meters, absorbent cotton, etc.

955 956



ALBANY ACADEMY

Designed by Philip Hooker, famous New York state architect of the early nineteenth century. This picture was photographed prior to the erection of the statue of Joseph Henry in front of the entrance



In 1930 Albany's banks and trust companies had combined assets amounting to $138,071,544.25. Its savings banks had combined assets of $209,810,768.68. The assessed valuation of property in 1930 was $225,204,195.

Albany has many outstanding commercial features. Every day, 225 passenger and 198 freight trains pass through the city. It is the third largest express transfer point and the sixth largest mail transfer point in the United States. It has the largest garage in the world. Albany is the third largest wholesale grocery center in the United States. It has a trading area with a population of 1,137,627..

The Albany Airport is a great feature in the transportation importance of the city. It lies northwest of Albany and between that city and Schenectady. It is the junction point from Boston to the west and the New York to Montreal air line. The Airport is also the eastern terminus of the Albany-Cleveland air mail route, which runs westward through the Mohawk Valley and thence across the state to Buffalo and along the Lake Erie shore to Cleveland.

Albany has a progressive program of building and beautification under way which, when completed, will put the city in the front rank of American municipalities. There is a general civic spirit of coöperation to accomplish this end. A zoning plan, mapped out by the city commission, has been adopted. Albany promises to be not only a great city but a beautiful city as well.

In 1930, Albany had a population of 127,358 as compared with 113,344 in 1920.

The city of Albany is the center of the Hudson-Mohawk triangle of six cities with a 1930 population of 346,273. Additional village, suburban and rural population within this triangle brings its 1930 population up to about 400,000 people. This is the third largest population center in New York State, being exceeded only by New York and Buffalo.

Following are some interesting details of the history of Albany, particularly relative to the eighteenth century.

The early history of the City of Albany has been covered, in the early historical chapters of this work, from its founding by the Dutch in 1614 up to the organization of the city in 1686.

On December 1, 1686, the Van Rensselaer family released all title to vacant lands within the limits of the new City of Albany, portions of which land were sold at a public auction at the City Hall.

The effects of the stimulation of hunting for the fur trade was shown by the fact that the exportation of beaver skins from Albany fell from its peak of 40,000 skins to 9,000 skins in 1709.

In 1689, the population of Albany County was reported to be 2,016. Of these 662 were men, 340 women, and 1,014 children.

One of the evidences of the stupid attitude of the English government toward its Colonial dependencies was shown when, in 1689, Governor Nicholson was instructed by the Crown to employ only British-educated school teachers.

In 1695, Rev. John Miller wrote a description of the Province of New York. He wrote that Albany had 200 houses and was about one-quarter the size of the city of New York. If this is correct, it would indicate that Albany had a population of about 1,000 in 1695.

In 1704, Kiliaen Van Rensselaer, son of Jeremias Van Rensselaer, received a patent for the entire Rensselaerwyck estate, inclusive of the Claverack patent.

In 1706, the Dutch Reformed Church of Albany celebrated its semi-centennial by locating at Yonkers (State) and Market (Broadway) streets.

In 1710, Robert Livingston was appointed mayor of Albany by Governor Fletcher. He was the first mayor of other than Dutch blood to fill the office in the 24 years since the organization of the city. Livingston was of Scotch ancestry.

In 1713, a city ordinance was passed forbidding coasting on the city streets.

In 1703, the population of Albany County was 2,273 and that of New York Province was 20,665.

In 1714, the population of Albany County was 3,029, of whom 458 were slaves.

In 1714, the population of the City of Albany was 1,136, of whom 1,023 were whites and 113 were slaves. This was the centennial of the founding of Albany.

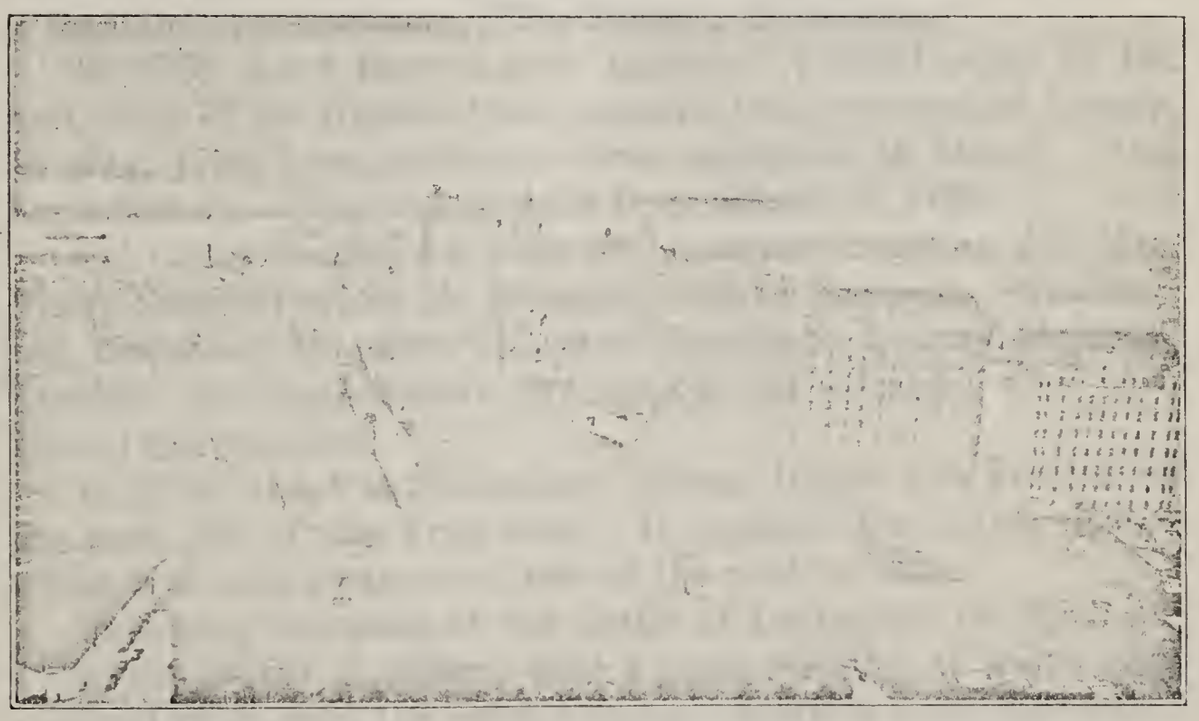
In 1715 the Reformed Dutch Church of Albany was being rebuilt for the third time of stone laid around the second edifice of brick.

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ALBANY—LOOKING SOUTHEAST TO THE PORT SECTION OF THE HUDSON RIVER

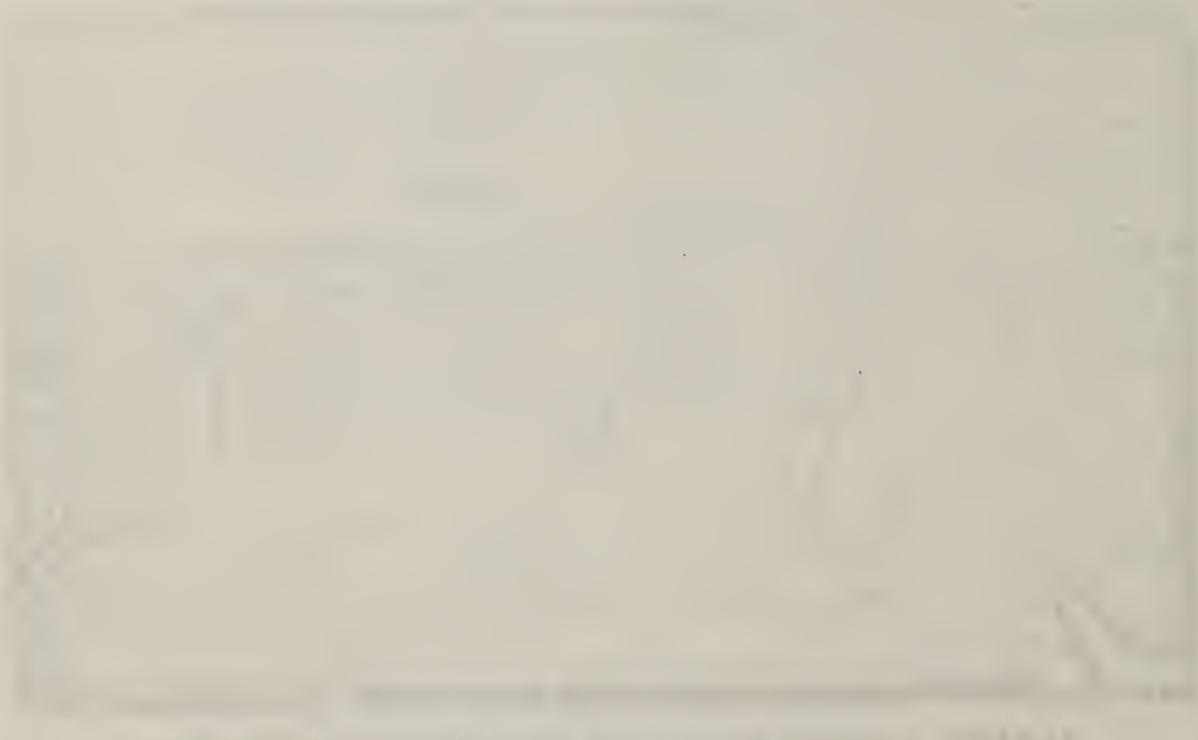
Photograph taken by the author from the thirtieth floor of the State Office building



ALBANY—LOOKING EAST OVER THE CAPITOL AND HUDSON TO RENSSELAER

This photograph was taken by the author from the rooms occupied by the Division of Canals of the Department of Public Works on the thirtieth floor of the New State Office building. The picture shows the main part of the central business section of the Capital City





In 1723, the population of the Province of New York was 40,564. That of Albany County was 6,501.

One of the big events in Albany history was the death of Colonel Peter Schuyler on February 19, 1724, at the age of 67. He was Albany's first mayor and Albany's great man, following in the footsteps of Arent Van Curler, who removed to Schenectady in 1661.

In 1731, the population of the Colony of New York was 50,824. That of Albany County was 8,573.

In 1732, Albany received its first fire engine. Water was furnished it by a bucket brigade.

In 1755, the Massachusetts militia regiment of Colonel Ephraim Williams was quartered at Greenbush, prior to marching northward to join Sir William Johnson's army at Lake George.

In 1756, the population of New York Province was 96,700. That of Albany County was 17,524.

In 1757, British officers, who were then stationed at Albany, created a great scandal among the Dutch population by giving a theatrical performance, "The Beaux's Stratagem."

In 1758, Lord Howe's 56th Regiment pitched camp on the east shore of the Hudson River opposite the lower end of Albany. In May, 1759, Lord Amherst's army encamped at Albany. Amherst first moved against Canada from Albany in 1760.

Col. John Bradstreet built the Schuyler mansion for Mrs. Philip Schuyler while Mr. Schuyler was in England. Washington, Hamilton, Franklin, Lafayette, Burgoyne, Lauzan, Reidesel, Steuben and Rochambeau are among the notables who have visited the mansion.

In 1765, the Van Rensselaer Manor House was erected on the east side of the Troy road. It replaced the Manor House which was built on the west side of the road in 1666.

Following the news of the Battle of Lexington, on April 19, 1775, the people of Albany held a mass meeting at which they resolved to support the patriot cause. Soldiers were soon quartered in Albany and they were reported to have been in a most miserable condition. Albany became the headquarters of the American Army of the North in 1775 and so continued throughout the Revolution.

In August, 1775, General Richard Montgomery moved northward from Albany bound for the conquest of Canada, at the head of a little American army.

On July 19, 1776, the Declaration of Independence was read aloud at the City Hall to a large crowd who greeted it enthusiastically.

Services of the Reformed Dutch Church of Albany were held only in that language up until 1782.

In 1782, the Bank of Albany was organized with a capital of $75,000. It was the first bank to open in the city.

On the night of August 7, 1781, a band of Tories and Indians broke into General Schuyler's mansion intending to kidnap him. They hurled a tomahawk at his daughter and it cut the balustrade. The attackers became panic stricken at a false alarm and fled.

In 1796, Albany had 1,093 building. In 1797, the city became the permanent capital of the State of New York.

In 1797, the Albany Museum was established.

In 1785, Fort Frederick was demolished.

In 1786, Albany celebrated the centennial of the city's charter.

In 1789, the State Legislature convened for the third time at Albany. The population of the city was 3,506 in 1790. That of Albany County was 75,180, the largest in the state, which had a population of 340,120.

The Albany Library was organized in 1792.

Moses Beal started a stage line in 1793, which ran from Albany to Schenectady, Johnstown and Canajoharie.

In 1793 a fire caused a loss of $250,000. It was claimed that it was set by a female slave and she was hung.

In 1795, the fare from Albany to New York by stage coach was $7.25. The trip took two days.

About 1795, emigration to the western part of the state became so heavy that 500 sleighs passed through Albany, bound westward, in one day. A count showed that 1,200 sleighs passed westward in three days.

The Albany Waterworks Co. was incorporated in 1802.

The Schenectady Turnpike Co. was organized in 1801 for the improvement of the highway between Albany and Schenectady.

963 964



TOMB OF PRESIDENT ARTHUR, RURAL CEMETERY, ALBANY



THE ALBANY INSTITUTE AND HISTORICAL AND ART SOCIETY, ALBANY





In 1805, the Albany and Delaware Turnpike Co. was chartered.

The Reformed Dutch Church was removed from the middle of State Street in 1806.

In 1806, the Albany and Montreal Turnpike was surveyed to Plattsburg, a distance of 112 miles.

The year 1807 was an epochal one for Albany as the steamship, *Clermont*, made its first trip from New York to Albany on September 4th and 5th, 1807. It left on a return trip to New York, with 60 passengers, on September 30, 1807.

The erection of a new State Capitol began in 1808. The Albany County courthouse had served as the capitol up to that time —from 1797.

The Albany Academy was founded in 1813. It was built in 1817.

In 1814, a project was started to build a bridge across the Hudson, from Albany to present Rensselaer. It was opposed by residents of Troy and Lansingburg, who feared loss to their sloop traffic.

In all the wars of the United States, Albany has been an important military center and it occupied such a position during the War of 1812-1815.

The building of the Champlain Canal in 1823 and of the Erie Canal in 1825, proved a great boom for Albany which was also the western terminus of the Mohawk and Hudson Railroad, the first steam link of the New York Central, which started trains running between Albany and Schenectady in 1831. The railroad line was extended westward to Utica in 1836 and to Syracuse in 1839. In 1851, the Hudson River Railroad was completed between New York and Greenbush, now Rensselaer.

In the Civil War (1861-1865), Albany was a mobilization and supply point for the United States armies.

About 1885, the new Capitol was completed. In 1886, Albany had a great bicentennial city celebration.

In 1910, Glen Curtiss flew an airplane from Albany to New York, a distance of about 150 miles, which was the record for a long distance cross-country flight up to that time.

In 1918, the Erie and Champlain divisions of the New York State Barge Canal were completed, which added greatly to

Albany's transportation importance. The building of the Castleton cutoff and of the Selkirk railroad freight yards of the New Central Railroad were later events of the first magnitude in the city's history. In 1929, the Albany-Cleveland air mail service was inaugurated.

In 1930, the Deeper Hudson 27-foot channel was completed from Hudson to Albany and Rensselaer. This waterway development and the creation of the Albany Port fittingly cap the history of the city as a great transportation center of the United States.

THE CITY OF WATERVLIET.

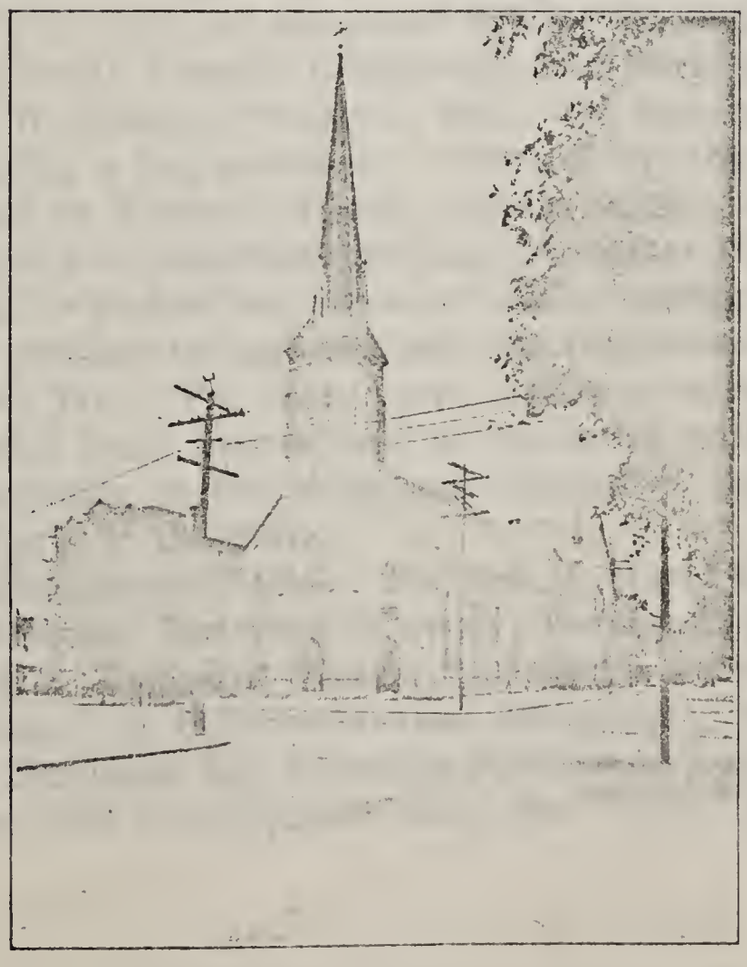
The site of the City of Watervliet was originally a part of the tract of land purchased of the Indians for Kiliaen Van Rensselaer, July 27, 1630. On the map of Rensselaerwyck, made about the year 1631, this northwest section of the great manor is described as Weelijs Dael (Weely's Part), so named it would seem in honor of the patroon's second wife, Anna Van Weely. Later, the lowland south of the first branch of the Mohawk River was called by the Dutch "de Vlachte" (the Plain or Flat). Arent Van Curler, a cousin of the patroon, was the first person to cultivate a farm on it, where he lived from 1642 to 1660. Richard Van Rensselaer, a son of the patroon, afterwards worked the farm for a number of years. On June 22, 1672, Jeremias Van Rensselaer sold the farm and the island opposite it to Philip Schuyler for 5,000 Holland guilders ($2,000). The farm extended along the Hudson from the Krom Kill (Crooked Creek) south of the Schuyler homestead, at Port Schuyler, northward to Steene-hoeck Kill. North of this farm, was another belonging to Bastien De Winter.

The Schuyler mansion, south of First Street, was built about the year 1768 and occupied the site of the burned one, erected in the previous century.

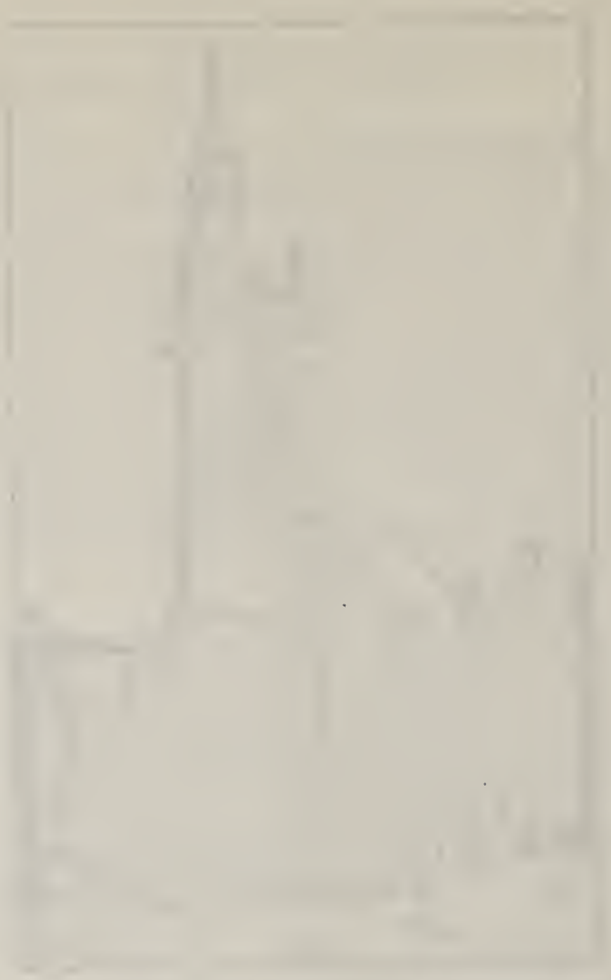
In the year 1793 the River Road was a well travelled thoroughfare and paralleled the Hudson River from Albany to Waterford. In that year a stage coach line ran from Ashley's Ferry (at the foot of Fourteenth Street) to the village of Schenectady. The present Watervliet-Schenectady Turnpike was surveyed and laid out under an act of the State Legislature in the year 1817



ST. PETER'S PROTESTANT EPISCOPAL CHURCH, ALBANY
Third edifice, erected in 1859



ST. PATRICK'S CHURCH, ALBANY





and for many years was operated as a toll-road, tolls being collected at a point just west of the present westerly city line.

In 1793, a part of the farm of John Schuyler, Jr., was surveyed and laid out for a village by John Campbell. The place was called Washington. It comprised that part of the city between Fifth and Ninth streets.

On January 1, 1805, James Gibbons purchased from John S. Schuyler a tract of land immediately north of the village of Washington. Shortly afterwards a part of that land was laid out for a village and called Gibbonsville. It lay between Ninth Street and the south side of Fifteenth Street. The first industrial establishment in Gibbonsville was the bell and brass foundry which Julius Hanks of Mansfield, Conn., had erected in 1808 on the site of the present Meneely Bell Foundry.

On July 14, 1823, the United States Government purchased of James Gibbons about twelve acres of land for $2,585. This land lying along Broadway has since been used for military purposes and from time to time more land has been acquired to make Watervliet Arsenal a place of major importance in the operations of the United States Army.

The construction of the Erie Canal through Watervliet was begun July 4, 1817, and completed October 25, 1825. The opening of the canal, between Gibbonsville and Rochester, was celebrated on Wednesday, October 8, 1823. On that day the *Trojan Trader*, flying a flag inscribed: "From Troy; the first western boat loaded at Hudson's River" left the village for Rochester. The side cut was completed Saturday, November 15, 1823. That afternoon, the packet boat *Superior* with a number of passengers on board, paddled through the lock into the Hudson and crossed the river to Troy. For many years, an extensive passenger traffic by packet boats was enjoyed by the canal, until the opening of the railroads, to the cities and villages of the central and western parts of the State.

In 1823, George Tibbits, Richard P. Hart, Esias Warren, Philip Schuyler, Ebenezer Wiswall, Nathan Warren, Samuel Gale, John P. Cushman, William Hart, Jacob Merritt, Elias Pattison, George Vail, Stephen Warren, Philip Hart, Jr., John Paine, John D. Dickinson and Theodore F. French, having organized themselves into a corporation called the "West Troy Company"

purchased, November 12, 1823, from John Bleecker and Elizabeth Bleecker, his wife, 400 acres of land "north of the division line between James Gibbons and John Bleecker" or north of Fifteenth Street. The purchasers paid $45,000 for the land and called the projected village West Troy. The land, lying north of Fifteenth Street and extending to Twenty-sixth Street and from the river to Fifth Avenue, was laid out in building lots by William Roberts, Jr., while the land, west of Fifth Avenue, was plotted into farm lots. The field notes of Roberts, in which each lot is precisely described, are among the many interesting documents in the Albany County clerk's office.

In 1827, Willard Earl, Jabez Burrows, Abijah Wheeler, David Wheeler, Enoch Burrows, Gilbert C. Bedell and Jonathan Hart, taking the name of the Port Schuyler Company, purchased of John and Peter S. Schuyler the land which was surveyed and laid out into building lots by Evert Van Alen and Sergeant Campbell of the U. S. Ordnance Department, as delineated on the map made October 23, 1827. This place, which included the village of Washington was called Port Schuyler and comprised that part of the city between First and Ninth streets.

By the act for the incorporation of the "village of West Troy" including in it Gibbonsville and Port Schuyler, passed April 30, 1836, a village president and other officers were elected on May 3, that year. Sixty years later, the village form of government ended, and, in 1896, the City of Watervliet was duly incorporated, with Michael J. Day as the first mayor.

Watervliet has been a point of importance in the operations of the Delaware & Hudson Railroad and its predecessors. When the construction of the Albany Northern Railroad was begun in 1851, the first line surveyed for it extended through the then village, entering it on the south near the Schuyler homestead and running thence northerly along the east side of Broadway to Green Island, crossing the first branch of the Mohawk River at the foot of Twenty-third Street. The construction of the road on this line having been opposed, the line was changed to the west side of the village, its present location. A "Y" was constructed by which trains going to the north or south could enter the then settled section of the village on the line of Central Avenue (now Sixteenth Street). The station was a small frame

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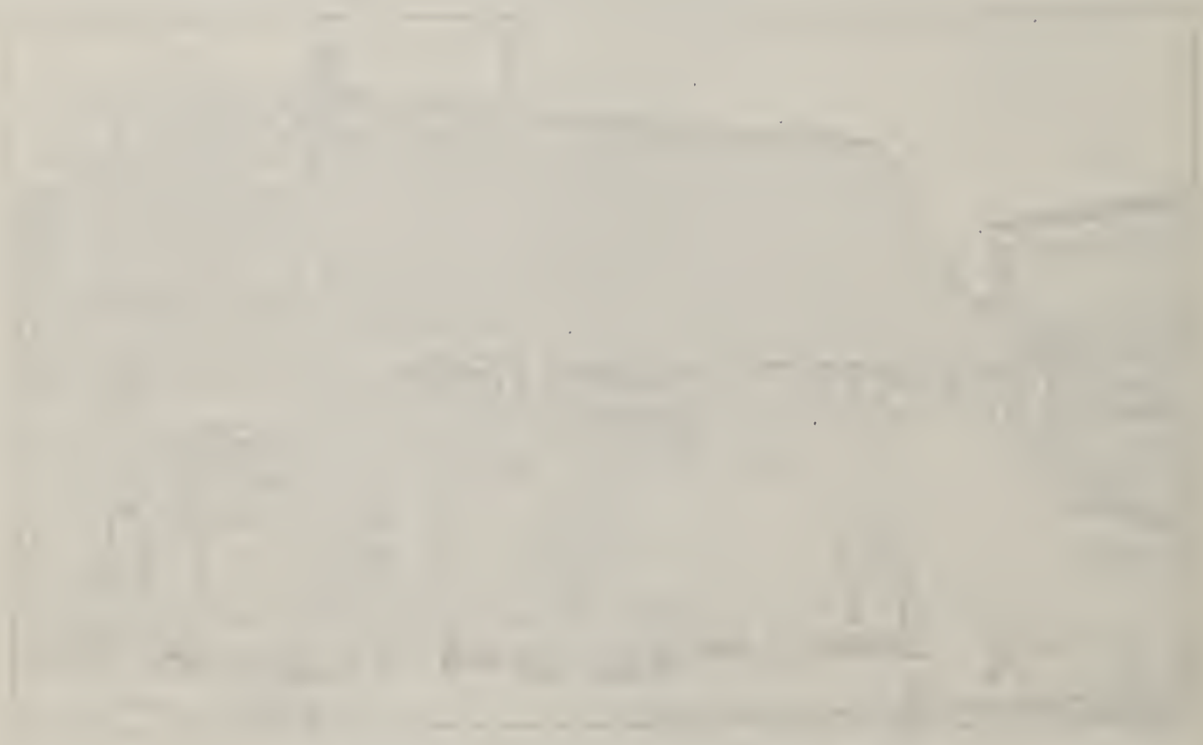


STAATS HOUSE, ALBANY
Another good example of Colonial Dutch architecture which has been destroyed



OLD PEMBERTON BUILDING, ALBANY
Showing type of Dutch Colonial houses of old Albany. This house has been destroyed in the general rebuilding of the old city in the nineteenth century. No old Dutch houses now remain in the city's center





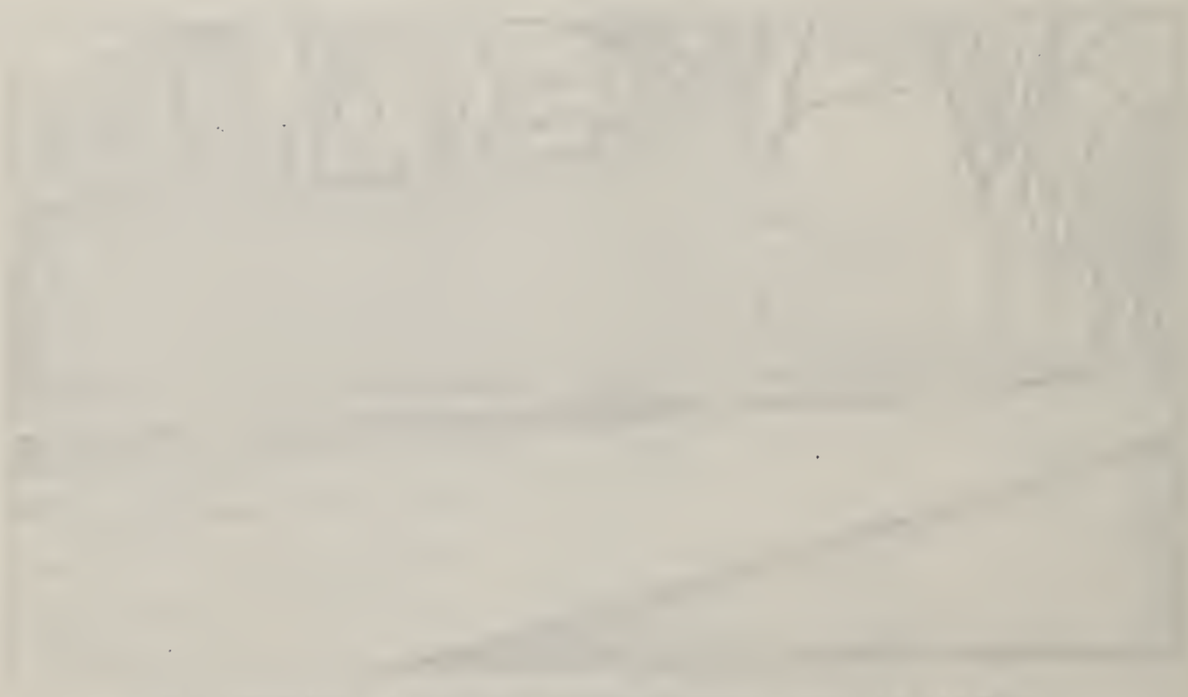
building on the south side of Sixteenth Street, on the land now occupied by the home of James T. Young. A freight-house was built on the north side of Sixteenth Street at Fourth Avenue. With the construction of the street railroad in 1862 between Albany and Troy the use of the station was discontinued and in the winter of 1863 a station was erected on Nineteenth Street, which was in turn replaced by the present structure.

Watervliet is now supplied with an abundance of good water for all domestic purposes from an extensive watershed at French's Mills, seventeen miles southwest of the city. The water-works are operated by the municipality and with daily analysis by the city chemist, the residents are assured of drinking water that will compare with the best in the state.

With railroad and trolley service radiating to all points Watervliet is admirably situated for manufacturing and transportation and many fine sites are available for further development.



UNITED STATES GOVERNMENT ARSENAL, WATERVLIET



CHAPTER 99.

THE COUNTY OF RENSSELAER.

Rensselaer County lies on the east bank of the Hudson, with Albany and Saratoga counties facing it on the western shores. Opposite Troy, the Mohawk empties its waters into the Hudson. The Hudson is a tidal stream to Troy.

In his "History of Rensselaer County," N. B. Sylvester writes:

"Two mountain ranges of the great Appalachian system extend in a nearly due north and south direction through the whole extent of Rensselaer County, giving nearly its whole surface an extremely rugged, uneven and broken character. The two ranges are the Taghkanic [Taconic] on the east, and the Petersburgh Mountains on the west. The Taghkanic range occupies the extreme eastern border of the county and is divided from the Petersburgh range by the long, deep valley, through which the Kinderhook Creek flows southerly and the Little Hoosac and Hoosac rivers flow northerly and then turn westerly toward the north bounds of the county.

"The Petersburgh range occupies the whole central part of the county between the above-mentioned valley and the Valley of the Hudson. Some of the highest peaks of these ranges rise from the height of 1,000 to 2,000 feet above tidewater. They generally have precipitous sides on the east with more general declivities on the west, sloping gradually down to the banks of the Hudson.

"In some places, the summits of the Petersburgh range spread out over a wide surface, constituting a high sterile plateau, broken by rocks and hills. At the north, the principal peak is Bald Mountain, in the towns of Lansingburg and Schaghticoke, and Meshodac, in the town of Nassau, in the south.

"To the south, the Petersburgh range slopes down into the highlands of Sand Lake, Nassau, and Schodack."

Meshodac was one of the summits along the Hudson on which the Whigs or patriots planned beacon fires during the Revolution. The line of beacon fires began on the two Beacon Mountains, at

the northern gate of the Highlands near the present city of Beacon, and extended northward, comprising a point on the Shandaken Mountains in Orange County; prominent peaks on the Catskills; Meshodac, Bald Mountain in the Berkshire range; and a northern station in the Green Mountains. These beacon fires were to form the telegraph system for the patriot soldiers of the Hudson Valley during the Revolution. However, they were never actually used. The view from Meshodac is said to include over 100 miles of Hudson River scenery.

The Hoosac, or Hoosick, is the largest stream flowing through Rensselaer County. It rises in a valley of the county of Berkshire in northwestern Massachusetts, which extends between the Taconic range and the Hoosac range, under which the Hoosac railroad tunnel passes. Along this valley, the Hoosac first runs northerly into and across the southwest corner of Vermont and enters Rensselaer County in the northeast corner of the town of Petersburg. It then continues northerly through the town of Hoosac to the Washington County line. Crossing into the town of Cambridge, Washington County, it soon makes a short bend southwesterly and reenters Rensselaer County in the town of Pittstown. It then flows westerly through the towns of Pittstown and Schaghticoke, emptying into the Hudson in the latter town, near the extreme northwest corner of Rensselaer County, and directly opposite the village of Stillwater in Saratoga County.

The Kinderhook Creek is the next stream in importance as regards the county. It rises in the town of Petersburg and runs south in the deep valley between the Taconic and Petersburg mountain ranges. It crosses the towns of Berlin and Stephentown into Columbia County. Taking a short turn, it again enters Columbia County and runs southwesterly to its confluence with Claverack Creek below which it is known as Stockport Creek, in its course to the Hudson at Stockport Landing.

Rensselaer County, of course, takes its name from the fact that it contained the greater part of the Manor of Rensselaerwyck lying east of the Hudson River.

The county of Rensselaer comprises the cities of Troy and Rensselaer and the towns of Berlin, Brunswick, East Greenbush, Grafton, Hoosick, Nassau, North Greenbush, Petersburg, Pitts-

town, Poestenkill, Sandlake, Schaghticoke, Schodack, Stephentown. Troy is the county seat.

In 1930, Rensselaer County had a population of 119,759, as compared with 113,129 in 1920.

The population of the cities in 1930 and 1920 follows: Troy, 1930, 72,752; 1920, 72,013. Rensselaer, 1930, 11,224; 1920, 10,823.

The villages of Rensselaer County, with their 1930 populations, follow: Castleton-on-Hudson, 1,506; Nassau, 670; Schaghticoke, 555; Valley Falls, 577; Hoosick Falls, 4,753.

THE CITY OF TROY.

The secret of Troy's development is its advantageous location as regards trade, commerce and industry. When Henry Ford selected Green Island, opposite Troy, for the site of one of his plants, Thomas Edison told him: "You could not have picked a better spot."

Located on the Hudson River, at the head of navigation, Troy is easy of access from and to the north, east, west and south. Natural advantages have been supplemented by a citizenry notably staunch, loyal and progressive. They have conquered difficulties and overcome obstacles in the spirit and with the determination of the pioneers who founded it in 1791.

The advantages of Troy, as an industrial center, are shown by the great variety and extent of its manufactures. In 1930, the following industrial products were made in Troy: Abrasives, sulphate of ammonia, cotton bags, baking powder, bath robes, bath salts, bells, benzol, brake lining, boilers, paper boxes, building brick, hollow building brick, fire brick, hair, cloth and tooth brushes, iron castings, chains, coal tar, collars, coke, cord, cotton goods, cotton waste, men's clothing, children's dresses, engineering and drawing instruments, centrifugal extractors, files, snow fences, fish line, flour, furs, furnaces, furniture, cotton gloves, handkerchiefs, saddlery hardware, horse shoes, fire hydrants, currency ink, bar and merchant iron, pig iron, locomotive parts, metal bars, store fronts, motor car parts, paint, paper, pajamas, printing, phenol, rail joints, rivets, shirts, automobile springs, tool steel, telnol, thermometers, stamped tinware, underwear,

nurses' uniforms, gate valves, varnish, ventilators, woolen cloth, yarn.

Materials for manufacture, which are produced comparatively near Troy, are iron ore, limestone and garnet (used for abrasives), mined in the Adirondacks, and moulding sand, found within 30 miles of Troy. There is a national demand for this sand. Most of the employes of the city's industries are American born. Troy's home owners number 45 per cent of its families.

Troy's shipping advantages have been mentioned in the historical chapters of this work—three railroad systems, the Hudson River, Barge Canal and trunk line highways serve the city. The railroads are the New York Central, Boston and Maine and the Delaware and Hudson. Power is available in unlimited quantities.

Troy's strategic trade location is shown by the fact that over 20,000,000 people live within 300 miles of Troy, including over 6,000,000 in New York City, the greatest market in the world.

Troy of today is an important educational center. It is the seat of three important institutions of learning—Rensselaer Polytechnic Institute, Russell Sage College for Young Women and the Emma Willard School for Girls. The Russell Sage College has acquired a new plot on the outskirts of the city which will form the seat of the college and eventually comprise 150 acres. The college was founded by Mrs. Russell Sage in 1916 and has an average enrollment of over 450.

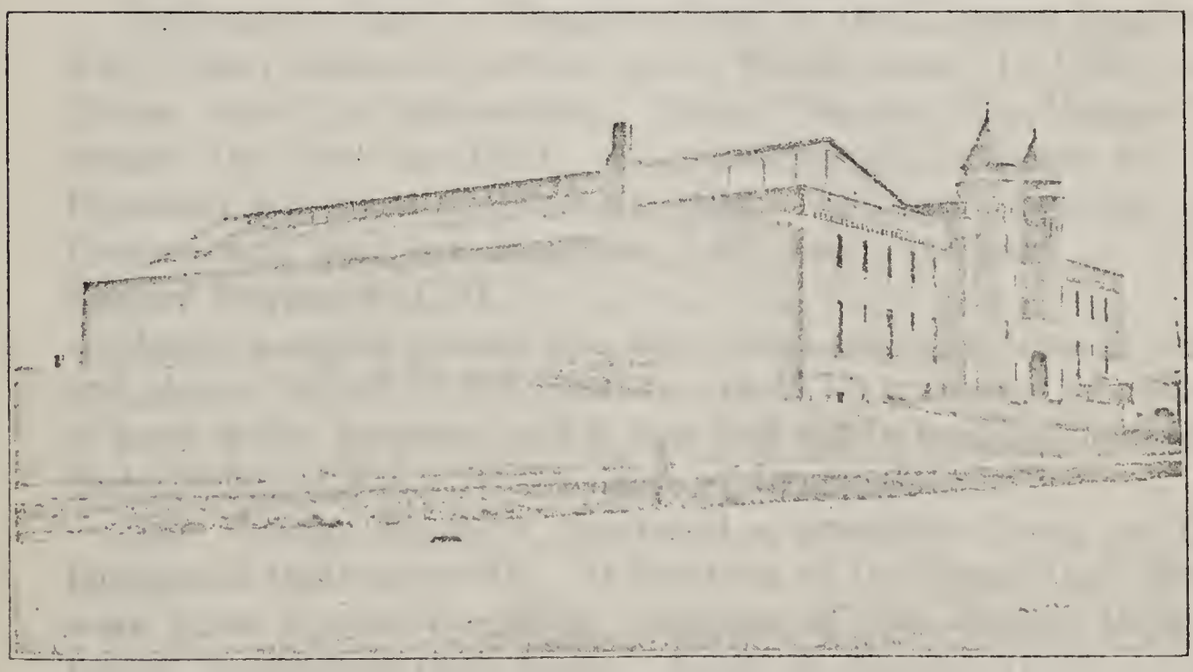
Troy has an unusually fine water supply. The Tomhannock reservoir supplies the northern section of Troy and the industrial area and has a capacity of over 12,000,000,000 gallons. The residential section is served by the Grafton supply, with a storage of 800,000,000 gallons. Reserve reservoirs hold 470,000,000 gallons.

Troy is an industrial leader in a number of lines. It is the leading city in the United States in the manufacture of men's collars, valves, iron water gates, fire hydrants, and engineering and surveying instruments. The city ranks among the leaders in the manufacture of shirts, paper and abrasives, and men's high grade shirts.

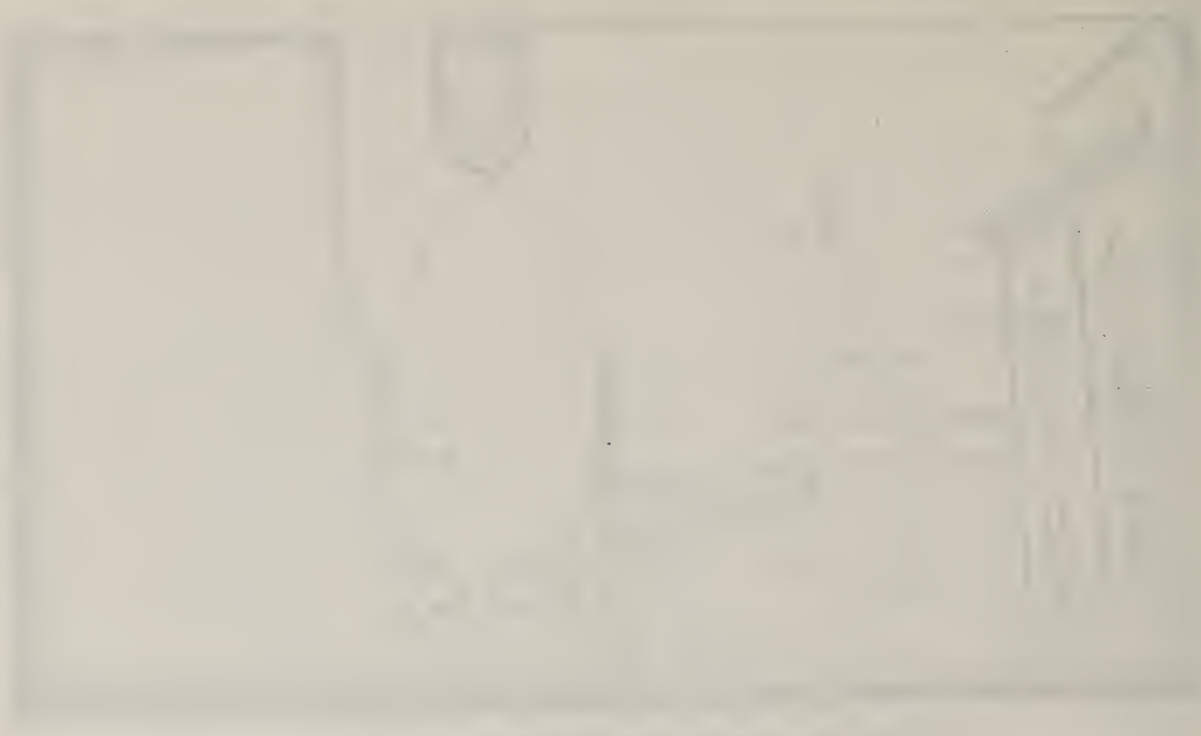
Troy's factories employ more than 15,000 workers, with a pay roll of over $15,000,000. Its 175 factories make over 75



IN THE BUSINESS SECTION OF TROY



ARMORY OF THE 105th INFANTRY, NEW YORK GUARD
27th DIVISION, TROY



articles with a total annual manufactured value of over $100,000,000.

The Troy Chamber of Commerce, Troy Industrial Commission, Department of Industrial Affairs, and Retailers and Wholesalers Bureau of the Chamber of Commerce and other city organizations are all working for the industrial welfare and advancement of Troy.

A brief review of Troy's early history follows:

In 1659, Jan Barentsen Wemp bought, from the Indians, the great meadow between the Poesten Kill and Meadow Creek which formed part of the site of present Troy. Wemp died in 1663. A mill was built on the Poesten Kill on the property, prior to 1667, when Governor Nicolls granted a patent for the land to Sweer Teunise Van Velsen, who married Wemp's widow.

That part of Rensselaerwyck which is now Troy, was called Pafraets Dael, in honor of the mother of the Patroon Kiliaen Van Rensselaer, whose maiden name was Maria Pafraets.

The Poesten Kill evidently took its name from Wemp, whose name is written Jan Barentsen Poest in the early records of Rensselaerwyck.

A sawmill was built on Wynants Kill, prior to 1674.

By his marriage to Wemp's widow in 1664, Sweer Teunisen Van Velsen became the owner of the Wemp farm. In 1669, Van Velsen moved to Schenectady. Pieter Pieterse Van Woggelum bought the farm in 1679. He extended his property to the Piscawen Kill by a purchase in 1681. This land, between the Poesten Kill and the Piscawen Kill, was purchased by Dirk Vander Heyden in 1707.

Jacob Lansing owned the farm land opposite Van Schaick and Haver islands in the Hudson. In 1771, a survey was made of part of this property and it was laid out in building lots "for the erecting of a city by the name of Lansingburgh."

The Vander Heydens conducted a profitable ferry on the Hudson at their property. At the time of the Revolution, there were three houses, owned by members of the Vander Heyden family, located on their lands. Jacob D. Vander Heyden then conducted the ferry.

In 1786, Benjamin Thurber built a store on lands which he leased from Jacob I. Vander Heyden.

Captain Stephen Ashley, of Salisbury, Connecticut, was the next Yankee settler. In 1786, he leased the house of Matthias Vander Heyden and converted it into an inn. Benjamin Covell of Providence, arrived in the fall of 1786 and he at once leased and opened Troy's second store.

Ashley and Covell induced Jacob D. Vander Heyden to have part of his farm surveyed and laid out in village lots in 1787. The owner named the place "Vanderheyden." It embraced the central business section of the present city of Troy. In 1788, there were five houses on the plot—belonging to Vander Heyden, J. Hunt, Stephen Ashley, Samuel Gale and Benjamin Covell. Gale and Hunt also kept stores.

At the time that the original City of Troy had five houses, New City, or Lansingburg, had 500 people, while Albany, or "Old City," had 3,000.

In 1787, the schooner *Flora* began to make regular trips between Vanderheyden and New York.

In 1788, Robert McClellan & Co. and Richard Grinnell opened stores.

In 1788, Elkanah Watson visited Lansingburg, or New City, and Vanderheyden's. He prophesied that the latter place would outstrip its northern neighbor—New City—a prediction which has come true.

In 1789, the settlers at Vanderheyden met and voted to change the name of the place to Troy, which action was bitterly resented by the original Dutch family. At that time, there were five stores, about a dozen houses and about 50 people in the village. The settlers advertised the change of name to "Troy" and this publicity brought them much business and attracted new settlers. New houses were erected rapidly.

In 1789, Samuel and Ebenezer Wilson walked from Mason, New Hampshire, to Troy, where they began the manufacture of brick. Samuel Wilson eventually became the prototype of "Uncle Sam," as he became known as Uncle Sam Wilson, in his later years.

Among the early settlers, were Christopher and Timothy Hutton and it is said that Christopher suggested the name of Troy.

In 1792, a Presbyterian Church society was formed. The church building was begun in 1792 but it was not finished for several years.

In 1792, Mahlon Taylor built the first mill for the manufacture of paper on the Poesten Kill. Taylor also built a flour mill.

In 1793, when the county of Rensselaer was set off, Troy secured the county seat as against its rival, Lansingburg. This gave Troy added distinction and a greater population, many of its settlers coming from the upper village which later was absorbed by the greater city.

Troy's first newspaper was the *Recorder*, which started publication in 1791.

In 1795, the trade of Troy and Lansingburg employed about 25 Hudson River boats. Troy's business grew so rapidly that, in 1801, the Farmers Bank was incorporated. In the same year, Troy became a village, although it had a trustee form of government for several years prior to that time.

In 1807, Troy was described as "A well built town consisting chiefly of one street of handsome red brick houses."

The first steamboat was the *Trial*, which ran between Albany and Troy in 1810.

In 1812, there were 120 stores and 540 dwelling houses and a large number of shops in the village.

During the war of 1812-1815, the Army of the North was furnished large quantities of provisions and supplies by the merchants of Troy. At that time, the village had become an important manufacturing center with cotton, woolen, rolling, paper, grain, saw and fulling mills, carding machines and factories turning out shovels, nails, spades—and, of course, a distillery.

During the war, Samuel and Ebenezer Wilson were doing a large meat packing business. They furnished these supplies to Elbert Anderson, a contractor who supplied the American Army. The soldiers, who knew "Uncle Sam" Wilson, said that the letters "U. S.," which were stamped on the corned beef barrels, meant "Uncle Sam," and thus this national symbolic figure came into existence.

In 1815, the population of Troy was 4,254. In 1816, the place became a city.

In 1820, Troy suffered from its first great fire, which consumed 90 buildings.

In 1814, Mrs. Emma Willard, the wife of Dr. John Willard, established a girls' boarding school in Middlebury, Vermont. In 1819, she started a girls' seminary at Waterford.

In 1821, the city of Troy raised $4,000 by tax to enable Mrs. Willard to open a school in Troy, which was done in the remodeled Troy Coffee House property.

The opening of the Champlain Canal in 1823 and of the Erie Canal in 1825 provided a great boom for Troy, as it opened navigation from the Hudson to the Great Lakes and Lake Champlain.

In 1824, the Rensselaer Polytechnic Institute was founded at Troy.

In 1825, steamboat navigation began from Troy to New York. In 1830, it is said that the first coal for fuel on steamboats was that which was used by the Troy-New York boats. In 1834, the first collar and shirt factory was started at Troy.

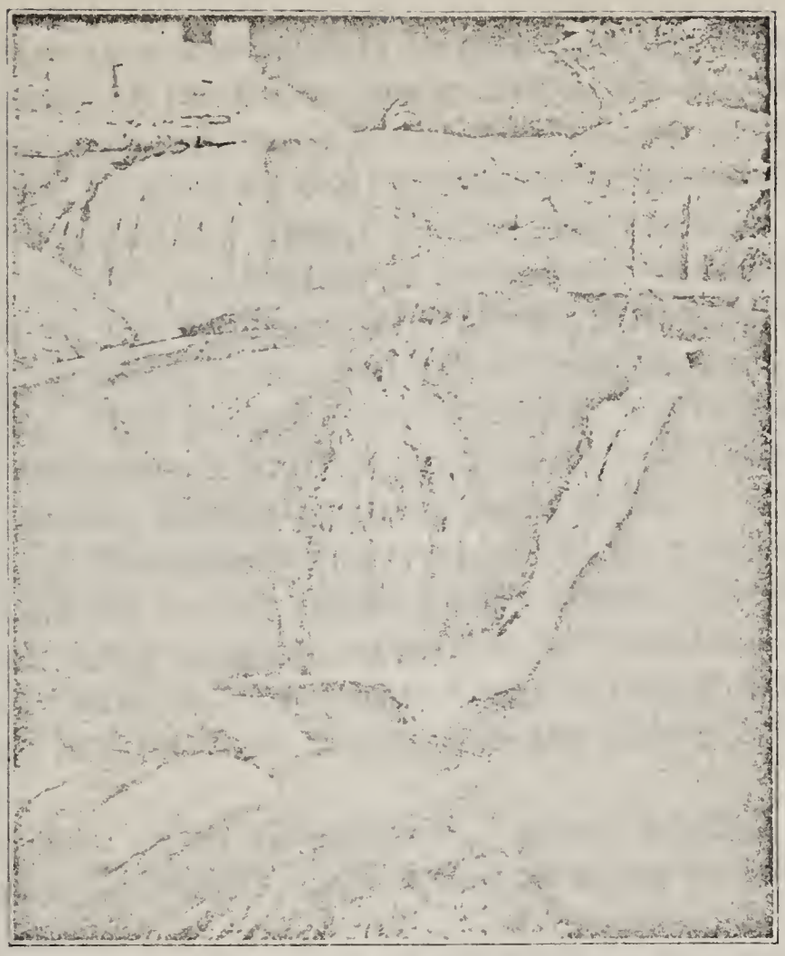
The Russell Sage College for Women was established in 1916.

The beginning of work, on the Erie and Champlain divisions of the New York State Barge Canal system, in 1905 was of great importance to Troy. The business men of the city were largely instrumental in promoting the project of ports at Albany and Troy and the deepening of the Hudson River channel. The ship channel was dug only to the Albany-Rensselaer bridge but Troy leaders will continue their efforts to eventually make Troy a seaport. Troy's part in this movement is covered in the chapter on the Albany Port and Deeper Hudson.

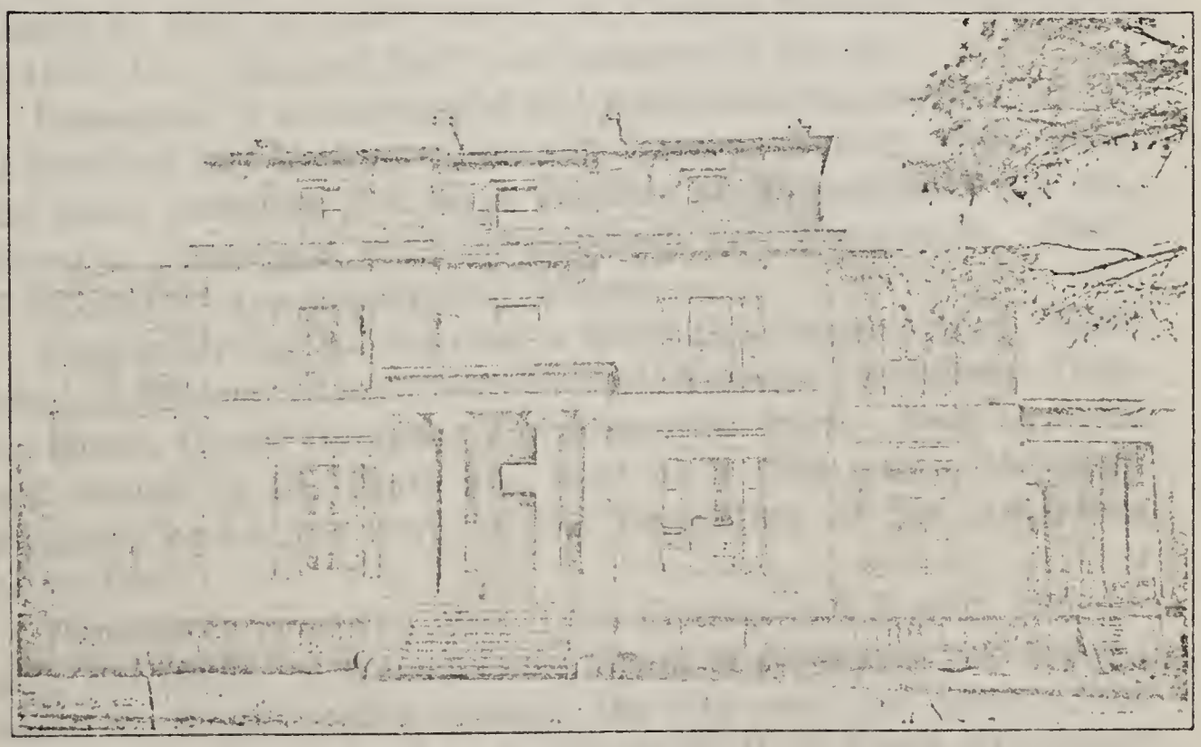
Troy's population, at different periods of its history, has been as follows: 1815, 4,254; 1850, 28,785; 1875, 48,821: 1910, 76,813; 1920, 72,013; 1930, 72,763.

THE CITY OF RENSSELAER.

The Hudson River waterfront of the City of Rensselaer is included in the Albany Port development, which is covered in a historical chapter of this work. Rensselaer will share in the growth and progress which will follow in the general develop-



IRVING MILL FALLS, RENSSELAER



FORBES MANOR, RENSSELAER





ment of the entire area immediately tributary to the port, docks of which are located on the Rensselaer as well as the Albany side. A number of business concerns have already located at or adjacent to Rensselaer, in order to avail themselves of the advantages of the Albany Port and the Deeper Hudson ship channel.

A Mohican "castle" was located at Rensselaer. During a war with the Mohawks, the Mohicans were driven from this location in 1626, following which event, Dutchmen from present Albany occupied the site. The present city, of course, lay in the great manor of Rensselaerwyck and its early history is that of the manor and of present Albany on the opposite shore.

Fort Cralo, or Rensselaer Place, was built at present Rensselaer in 1642 as the eastern shore manor house. Dr. Schuckburgh, a British Army surgeon, wrote the first words of Yankee Doodle at Fort Cralo in 1758. Fort Cralo is one of the oldest houses, not only in New York State but in the Thirteen Original States as well.

Rensselaer was called Greenbosch, "green woods," by the Dutch, and, later, Greenbush, until it became a city in 1897, with its present name.

It was the northern terminus of the Hudson River Railroad and, for many years, passengers were ferried across the river to Albany to take the later New York Central Railroad westward. In 1902, the village of Bath was annexed to the city.

Rensselaer is a commercial and manufacturing city, noted for its chemical and aniline works, felt factory, tannery, shirt waist and other factories. A large number of its residents are employed in connection with the railroads and steamboats. Many of its citizens are employed in Albany.

Rensselaer has 10 churches, a fine public school system, Saint John's Academy, Saint John's Orphan Asylum, Franciscan Fathers Home, Genet Barracks and Memorial Park. Fort Cralo is now owned by the State and used as a free public historical museum, under the care of the Daughters of the American Revolution.

Rensselaer is on the New York Central and Boston and Albany Railroads. A tremendous amount of passenger and freight motor car traffic passes through the city over the Albany Post Road, U. S. Route 9, which also bears the U. S. Route 20 number

southward to Schodack Center. Important suburban residential developments are located along the Albany Post Road in this area. Route 9 J runs southward from Rensselaer, along the Hudson River and through Castleton, Schodack Landing, Stuyvesant and Newton Hook, just south of which place it rejoins U. S. Route 9.

From its advantageous railroad and highway connections, its inclusion in the Albany Port wharves and its location on the ship channel of the Hudson River, it can be readily seen that Rensselaer will eventually develop into a large city which may rival Albany on the opposite shore.

Rensselaer had a 1930 population of 11,224, compared with 10,823 in 1920.

CHAPTER 100.

THE COUNTY OF SARATOGA.

Saratoga County lies on the west bank of the Hudson River. Schenectady and Albany counties bound it on the south, where it is also bordered by the Mohawk River, which enters the Hudson between the village of Waterford, Saratoga County, and the City of Cohoes in Albany County. On the east, Saratoga County is bounded by Rensselaer and Washington counties; on the north by Warren County, and, on the west, by Montgomery, Fulton and Hamilton counties. It has an area of 862 square miles.

The county comprises a region which has borne the Indian name of Saratoga from the earliest days.

The southern part of the county is of a rolling nature with comparatively level areas near the Hudson River—that is comparatively level for New York State. The northern part of the county lies in the Adirondack Mountain region. Two ranges of mountains, from 800 to 1,000 feet high, traverse the county from northeast to southwest. The eastern and southern range is known as the Palmerton or Luzerne Mountains. This range enters Saratoga County from Warren County and extends through the western part of the towns of Moreau and Wilton and the eastern part of Corinth into Greenfield, where it terminates in a series of low, irregular hills, sloping toward the south. This range extends into Saratoga Springs and terminates at the Congress Springs. Broadway, in that city, ascends the slope of the southernmost hill in the chain. On the northern border of the county, the Hudson River forces its way through this mountain range in a deep gorge three miles in length. From the river's banks, the mountains rise steeply to a height of 800 feet.

The northern mountain range extends through the towns of Corinth, Edinburgh, Day and Hadley, and is known as the Kayaderosseras range. As a rule, the declivities of the mountains are precipitous and their summits spread out into broad,

rocky uplands, broken by ledges and craggy peaks. However, in late years, much of the forest has been cut down.

The Kayaderosseras range also extends through the towns of Providence, Gray and Charlton to the Mohawk, where it confronts the northern slopes of the Helderbergs that rise on the other side of the Mohawk River. Chief of these outposts of the Helderbergs is the Yantapuchaberg (Dutch for "John-ear-of-corn-mountain"), which rises over 1,100 feet above the Mohawk River at Rotterdam Junction.

Through the western part of Saratoga and Stillwater, extend a group of isolated hills, the most conspicuous of which is Snake Hill—a promontory on the eastern shore of Saratoga Lake—some of which are 450 feet high, having rounded summits and terraced declivities.

A broad intervale extends along the Hudson River bordered by a range of bluffs rising from 40 to 200 feet high. From the summits of these bluffs, an extensive sand plain extends westward to the foot of the mountains, covering the greater part of the towns of Wilton, Moreau, Northumberland, Saratoga Springs and a small portion of Milton and Ballston. The southwestern part of the county is rolling or moderately hilly, well watered and, for the most part, quite fertile.

The Hudson River flows for 70 miles along the northeastern and eastern borders of the county, thus giving Saratoga a greater frontage on the stream than any other Hudson River county. The river makes some steep descents or falls during its course along the northern border, most of which have been utilized for power developments, which are covered in a chapter of this work.

The eastern half of the southern border of the county is formed by the Mohawk River.

The Sacandaga River is the principal stream, with which the county is concerned aside from the Hudson and the Mohawk. The Sacandaga enters the Hudson at the village of Hadley. It traverses the towns of Edinburgh, Day and Hadley in Saratoga County. About four miles above Hadley, the Conklingville dam impounds the waters of the river in the Sacandaga Reservoir, which forms an Adirondack lake as large as Lake George. This subject is covered in the descriptive chapters of the work.

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SARATOGA OF A CENTURY AGO
Congress Hotel on right; Union Hall on left; Congress Spring
in left foreground



Kayaderosseras Creek drains the central part of the county, finally emptying into Saratoga Lake, which has its outlet through the Fishkill which joins the Hudson at Schuylerville. The Mourning Kill rises in the southwestern part of the county and runs easterly to join the Kayaderosseras, a short distance below Ballston.

Aal Plass Kill rises west of Ballston Lake and runs southerly into the Mohawk just east of Schenectady.

Glowegee Creek, Gordon Creek, Shenhandahorah Creek, Anthony's Kill and Snook Kill are the other principal streams of the county.

Saratoga County has several large lakes and ponds. Saratoga Lake, Ballston Lake and Round Lake are the largest. Saratoga Lake is located in the towns of Saratoga Springs, Saratoga, Stillwater and Malta. It is six and one-half miles long and two miles wide. Round Lake is three miles in circumference. It lies in the town of Malta. Ballston Lake, which is located in the town of Ballston, is three and one-half miles long and about a half mile in width. Other lakes in the county are Livingston Lake, Sand Lake, Mud Lake, Lake Desolation, Efnor, Jenny, Hunt and Black lakes.

Saratoga County has an area of 455,577 acres.

The origin of the Indian name, Saratoga, is uncertain. It is stated to mean "hillside place," but it is also given many other meanings. Everyone will agree that it has a mellifluous sound. The Saratoga of the Mohawks comprised most of the entire present county, which formed one of the chief hunting grounds of these warriors.

The first settlement of the county was probably made by Dutch at Waterford in 1640. Here there was a ford, across the Mohawk, from Waterford to Haver Island.

Bartel Vroman probably located at Old Saratoga, on the Fishkill, opposite present Schuylerville, as early as 1685.

Dutch settlers also probably located at Stillwater as early as 1650 and it is possible that there were other Dutch settlers in the eastern and southern part of the county, prior to the year 1700. Settlements were made by Dutch in the town of Halfmoon prior to 1680.

In 1771, Dirck Schouten moved from Waterford to present Saratoga Springs but, in 1773, the Indians drove him from his home. In 1776, Samuel Norton became the first settler of Saratoga Springs.

The first settlement at Ballston Spa was made in 1763 by Michael and Nicholas McDonald, natives of Ireland.

The Schuyler family of Albany, owned the lands at present Schuylerville and it had mills and other buildings there as early as 1709.

Elijah Parks settled at South Glens Falls in 1766.

During the Revolution, a man named Gates kept a tavern south of the creek in Mechanicville. This was probably the earliest building in that city.

The foregoing gives only the earliest settlements of Saratoga County or those of its principal population centers.

Saratoga County has world-wide fame as the site of the Battles of Saratoga (September 19, October 7, 1777) which virtually won independence for America. This subject and other historical matters, relative to the county, are covered in the historical chapters of this work.

Saratoga County comprises the cities of Saratoga Springs and Mechanicville and the towns of Ballston, Charlton, Clifton Park, Corinth, Day, Edinburg, Galway, Greenfield, Hadley, Halfmoon, Malta, Milton, Moreau, Northumberland, Providence, Saratoga, Stillwater, Waterford, Wilton. Ballston Spa is the county seat.

Saratoga County had a 1930 population of 63,315 compared with 60,029 in 1920.

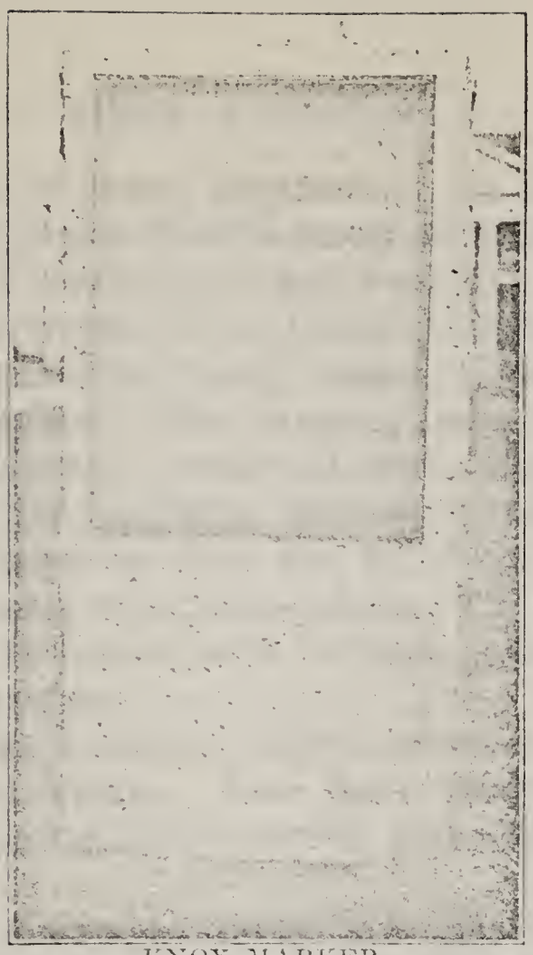
Following are the 1930 and 1920 populations of the cities: Saratoga Springs, 1930, 13,163; 1920, 13,181. Mechanicville, 1930, 7,949; 1920, 8,166.

Following are the villages of Saratoga County, with their 1930 populations: Ballston Spa, 4,588; Corinth, 2,618; Galway, 119; Schuylerville, 1,411; South Glens Falls, 2,689; Stillwater, 1,052; Victory, 473; Waterford, 2,922.

THE CITY OF SARATOGA SPRINGS.

Saratoga Springs is one of the chief health and recreation centers of the United States and the source of some of the finest

995-996



KNOX MARKER

One of a series erected on the route taken by General Henry Knox when he removed a train of artillery from Fort Ticonderoga to General Washington's American Army besieging Boston. General Knox made this important movement in the winter of 1775-76. He followed the Hudson River to Claverack Landing (present Hudson) and then turned east through Massachusetts to Boston. This marker stands in Mechanicville.



IN MECHANICVILLE

One of the Knox markers is seen on the right



medicinal waters to be found anywhere on the face of the globe. Many thousands of people visit the resort each year and the place is reviving its great popularity of half a century ago when it was the leading summer resort of the United States.

Aside from its health giving waters, Saratoga has many recreational attractions. The Saratoga race meet is held in August and draws great numbers of sport lovers to the resort. Here are located the excellent McGregor and Saratoga golf courses, a large recreation field and an airport that compares favorably with those of much larger cities. The Casino is located in a city park of ten acres, with terraces, groves, lakes and a beautiful Italian garden.

Nearby Saratoga Lake also offers recreational resources for bathing and water sports. Four bath houses, on fine sand beaches, afford opportunity for several thousand people to enjoy bathing.

The waters of Saratoga Springs are remarkable. Within a limited area 122 springs bubble up, each differing in content from its neighbor. These waters are naturally carbonated and naturally mineralized. They range from the unsurpassed medicinal and laxative waters to the deliciously tanging type of table waters. These waters are particularly efficient in the treatment of diseases of the heart and circulatory system, defective metabolism, blood infections, diabetes, rheumatic infections, arthritis, gall bladder, gastric and intestinal diseases.

Hydrotherapy has been developed here to the most improved and modern extent. There are facilities for giving 5,000 mineral baths a day, covering every type of bath.

In the interests of the public of the State and Nation, the State of New York has purchased and now controls the 1,000 acre reservation, in which these natural mineral springs are contained. It maintains a chemical laboratory for the constant testing and checking of the quality of these waters. The principal waters are available to the public at the State Drink Hall. There are also several springs and sulphur baths which are privately owned and operated.

The location of Saratoga Springs is most conducive to health as regards altitude and climate. The city is 300 feet above sea level and it is located close to the southeastern border of the great

Adirondack region. The city is very beautiful with its high class residences and its streets shaded with fine old elms and maples.

Besides being a noted health and recreation resort, Saratoga Springs is noted as a convention city. It has a great convention hall, seating 5,000 people, the Casino and numerous smaller meeting places, which are all available free of charge. Saratoga Springs is centrally located as a convention city. It is 183 miles from New York, 274 from Philadelphia, 205 from Boston, 412 from Washington, and 841 from Chicago.

Saratoga Springs is a very progressive city. It has a number of excellent hotels. The great hotels which were erected over a half century ago are most picturesque. The city has fine libraries, schools, churches and hospitals. There are many clubs and fraternal organizations.

Skidmore College, which is one of the leading colleges for women, is located at Saratoga Springs. Here are the Eastman Saratoga Business School and St. Faith's School, where, for over forty years, girls have been trained for college and for their life work at a very moderate cost. At "Yaddo," a country estate adjoining the city, a limited number of painters, writers and musicians are entertained through the summer months.

There is every indication that Saratoga Springs will continue to increase in popularity throughout the years.

Saratoga Springs had a 1930 population of 13,163, as compared with 13,181 in 1920. The city was chartered in 1915.

THE CITY OF MECHANICVILLE.

The City of Mechanicville is situated on the west bank of the Hudson River about 20 miles north of Albany. It is on the route of the Champlain Canal, the channel of which lies in the Hudson River. This is part of the New York State Barge Canal system, which is covered in a separate chapter in this work. The city is also on the Delaware and Hudson and Boston and Maine railroads and New York State Route 32, which follows the Hudson's west shore, from Albany to Glens Falls. The Saratoga Battlefield is about 7 miles north of the city.

Mechanicville has considerable water power, which is mentioned in the chapter on Hudson River water power. Some of

the manufactories of Mechanicville are as follows: Knitting mills, collar and shirt factories, iron bed works, sash and blind factories, paper and pulp mills and machine shops.

The city has a handsome City Hall, fine high school and public school library. The municipality operates its own waterworks system.

Mechanicville became a city in 1915. Population figures follow: 1915, 8,208; 1920, 8,166; 1925, 8,514; 1930, 7,949.



OLD MANSIONS, WATERFORD



CHAPTER 101.

THE COUNTY OF WASHINGTON.

Washington County is the most northerly of the Hudson River counties, which lie on the east bank of that stream. In its greatest length, Washington County extends 61 miles, while its general width is about 18 miles. It has an area of 807 square miles or 516,500 acres.

The northern part of Washington County extends into the Adirondack Mountain region. It is traversed by the Palmertown range, the highest peak of which is Black Mountain on the eastern shore of Lake George, which has an elevation of 2,878 feet. The southern part of the county is also occupied by ridges of mountains or high hills of a character different from those in the northern part and separated from them by the unusual depression which extends southwestwardly, from Lake Champlain to the Hudson River, a valley which forms a land connection between the two bodies of water which has had a great part in the making of history.

The mountains of the southern part of the county are subdivided into three ranges of a similar character. The most easterly of these is the northward extension of the Taconic range. The next range westward is a northerly continuation of the Peterborough Mountains of Rensselaer County, which extends northward to Salem. The third range, known as the Bald Mountain range, extends from the southwesterly edge of the county, northerly and easterly, to the easterly part of the town of Whitehall. The declivities of these ranges are usually steep and, except where broken by ledges, are arable to their summits. They gradually rise toward the east, reaching their highest points near the eastern border of the county. The highest summits are 1,000 to 1,200 feet above tidewater, although Millard's Mountain has an elevation of 1,605 feet.

The foregoing three ranges belong to one general mountain group and are of similar geological antecedents. They form a

connecting link between the Green Mountains of Vermont and the Highlands of the Hudson.

The northern part of Washington County lies in the valley of Lake Champlain or in the parent valley of the St. Lawrence. The southern part belongs to the Hudson River watershed, so that the waters of the county flow to the sea by two outlets far distant from each other at their mouths.

The crest or summit, dividing the Hudson-Champlain watersheds, forms an irregular line which crosses the county near its central part in a general east-west direction. It is one of the great divides of the North American continent.

The Hudson River forms the western boundary of the southern part of Washington County and Lake George occupies a similar position in the northern part. The northern part of the county is bounded on the east by the Narrows of Lake Champlain, on the north by part of Essex County and the Poultney River, on the east by the state of Vermont and, on the south, by Rensselaer County and part of the Hoosick River.

Besides the foregoing streams and bodies of water, Washington County contains the Battenkill, which enters the Hudson about opposite Schuylerville, Saratoga County; the Moses Kill, which enters the Hudson between Fort Miller and Fort Edward; Wood Creek, which flows northerly, through the valley connecting the Hudson and Champlain valleys, to its outlet into Lake Champlain at Whitehall. The Poultney and Pawlet rivers are tributaries of Wood Creek.

Wood Creek, although a small stream, is one of the most historically and commercially important little rivers in America, as it forms a water link between the Hudson and Lake Champlain water routes. It has been an important water route since the dawn of history. Today it carries, along part of its course, the traffic of the Champlain Division of the New York State Barge Canal system and it is being promoted as the route of a proposed Ship Canal, connecting the Hudson with the St. Lawrence.

Cossayuna Lake, which is about three miles long, lies in the center of the county and is practically the only lake within its limits. Cossayuna is an Indian word which is said to mean "Lake of Pines."

In 1772, the counties of Charlotte and Tryon were set off from Albany County. Tryon comprised land westward of Albany County with the Mohawk River as its center.

Charlotte County included a wide extent of territory, stretching northward 100 miles to Canada, with a width of about 50 miles. It was many times the size of present Washington County and included present Warren, Essex, Clinton and parts of Washington and Franklin counties and a large part of western Vermont.

The name Charlotte was given to the new county in honor of the eldest daughter of King George III. The name was changed to Washington County by legislative enactment on April 2, 1784, when the name of Tryon was also changed to that of Montgomery, the Hudson River patriot who fell at the attack on Quebec in 1775.

In 1791, the state of Vermont was formed and the section of Washington County, in that new commonwealth, was automatically ended. There were several divisions of the county made to form Warren, Essex, Clinton and Franklin counties. Following the subtraction of territory, taken in the creation of Warren County in 1813, Washington County assumed its present boundaries.

Dr. Asa Fitch has written as follows, regarding the portage and water route between the Hudson, at present Fort Edward, and Lake Champlain, at present Whitehall:

"In passing, from the Hudson to Lake Champlain, a greater amount of carriage overland had to be encountered than occurred in all the rest of the route and this portage consequently came to be designated as 'The Great Carrying Place.' It began at the present village of Fort Edward, whence three routes diverged to different points upon the lakes. The eastern route was by way of Fort Anne and Wood Creek to the head of the lake at the present village of Whitehall, a distance of about 24 miles. Aided by batteaux on Wood Creek, the land carriage on this route was only from six to ten miles. Indeed, in time of high water, loaded batteaux and, at all times, canoes could pass from the Hudson up Fort Edward Creek three miles, whence there was a portage of one mile and a half to a point on Wood Creek, where it was similarly navigable. The middle route diverged

from the one already divided, near Fort Anne, and passed through Welsh Hollow to the head of South Bay—an arm of Lake Champlain reaching three or four miles southwest of Whitehall. When there was a deficiency of batteaux on Wood Creek, this route was resorted to for land carriage in preference to the longer one to Whitehall.

"The western route was by way of Glens Falls to Lake George, a distance of 14 miles. The sandy soil in this direction always furnished a fine road, unaffected by stormy weather and through a more healthy district than were portions of the other routes. It had the disadvantage of an additional carrying place at the outlet of Lake George.

"From Albany to Fort Edward, around the falls and rapids of the Hudson, a land carriage was required amounting, in the aggregate, to 12 miles. These several portages, ere they obtained their distinctive names, were designated by numbers—'the Great Carrying Place' being the first, Fort Miller Falls the second, the fall at Saratoga Dam, the third, etc."

The historical events of Washington County are generally covered in the historical chapters of this work.

Col. John Henry Lydius was the first permanent civilian settler of Washington County. He was a son of Rev. John Lydius, dominie of the Dutch Reformed Church of Albany. He settled at Fort Edward probably soon after 1730. Here, Lydius built a stockaded trading post and did a large business with the Indians of New York, Vermont and Canada; as he sold goods cheaper than the French traders. Lydius claimed the vast Dellius tract of land in right of his father, who had purchased the title of Dominie Dellius, the patentee.

The New York Provincial Assembly did not recognize the rights of Lydius and, in 1740, granted 12,000 acres of the patent to John and Philip Schuyler and others. This comprised the greater part of the town of Fort Edward.

The next year, Samuel Bayard obtained a grant of 1,600 acres, extending into the very heart of Colonel Lydius' settlement.

In 1761, Major Philip Skene brought 30 families and founded Skenesborough, Whitehall. In 1765, Major Skene secured a patent for 25,000 acres in the town of Whitehall.

James Turner and Alexander Conkey, from Pelham, Massachusetts, started a settlement at Salem in 1761. In the same year, some pioneer families settled at Cambridge.

In 1765, Argyle was settled by the Campbell family.

About 1765, Dr. Thomas Clark led a colony of Scotch-Irish, which settled at Salem.

Following the declaration of peace in 1763, a royal proclamation was made offering land in America without fee to all who had served in the British armies in the French and Indian War. About 1765, Scotch Highlanders, mostly of the 77th regiment, began to settle on the military patents granted in the county.

In 1768, Albert Baker settled at Sandy Hill.

Between the close of the French-Indian War and the beginning of the Revolution, immigration to present Washington County was so active that there were a large number of settlers located within its present borders at the beginning of the Revolution.

The events of the War for Independence and of later years will be found in the historical chapters of this work.

Washington County comprises the towns of Argyle, Cambridge, Dresden, Easton, Fort Ann, Fort Edward, Granville, Greenwich, Hampton, Hartford, Hebron, Jackson, Kingsbury, Putnam, Salem, White Creek, Whitehall. Hudson Falls is the county seat.

Washington County had a 1930 population of 46,471 as compared with 44,888 in 1920.

Following are the villages of Washington County, with their 1930 populations: Argyle, 245; Cambridge, 1,762; Fort Edward, 3,848; Granville, 3,483; Greenwich, 2,290; Hudson Falls, 6,448; Salem, 1,070; Whitehall, 5,194.

CHAPTER 102.

THE COUNTY OF WARREN.

Warren County is the first county, which is considered in this work, through the territory of which the Hudson River runs. All the other foregoing river counties are bordered on the east or west by the Hudson. Warren and Essex counties are the two Adirondack counties of the Hudson River and, in their thoroughly mountainous character, they are radically different from the other Hudson River counties.

Warren County was formed from Washington County on March 12, 1813, and takes its name from General Joseph Warren of Revolutionary fame. The county has an area of 968 square miles.

In 1842, Ebenezer Emmons submitted a report on the survey of the Adirondack Mountains, on which he was then engaged. Mr. Emmons' work was the first of its kind and his survey and range designations have been the basis of later elaborations of the subject. Mr. Emmons gave a very concise description of the five great mountain ranges which occupy the region which we designate today as the Adirondacks, several of which are importantly connected with Warren County.

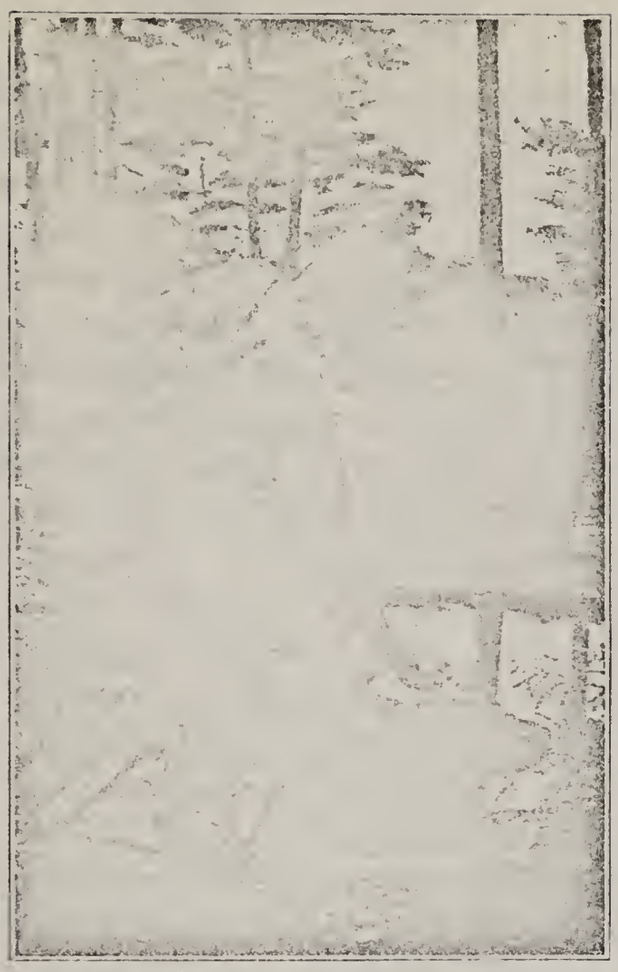
The following chapter, on the topography of Warren County, is taken from a chapter by Homer D. L. Sweet, in Smith's "History of Warren County," published by D. Mason & Co. of Syracuse, in 1885:

"In writing of the topography of Warren County, to obtain a fair comprehension of the whole subject, it is easier and much more satisfactory to take it in connection with the surrounding territory, particularly in regard to the mountain ranges, for four of the five cross Warren, although they may have their rise or termini in other counties. A mountain range is as much determined by continuous valleys as by continuous peaks and, in the following descriptions, I shall be as much governed by the one as by the other. * * *

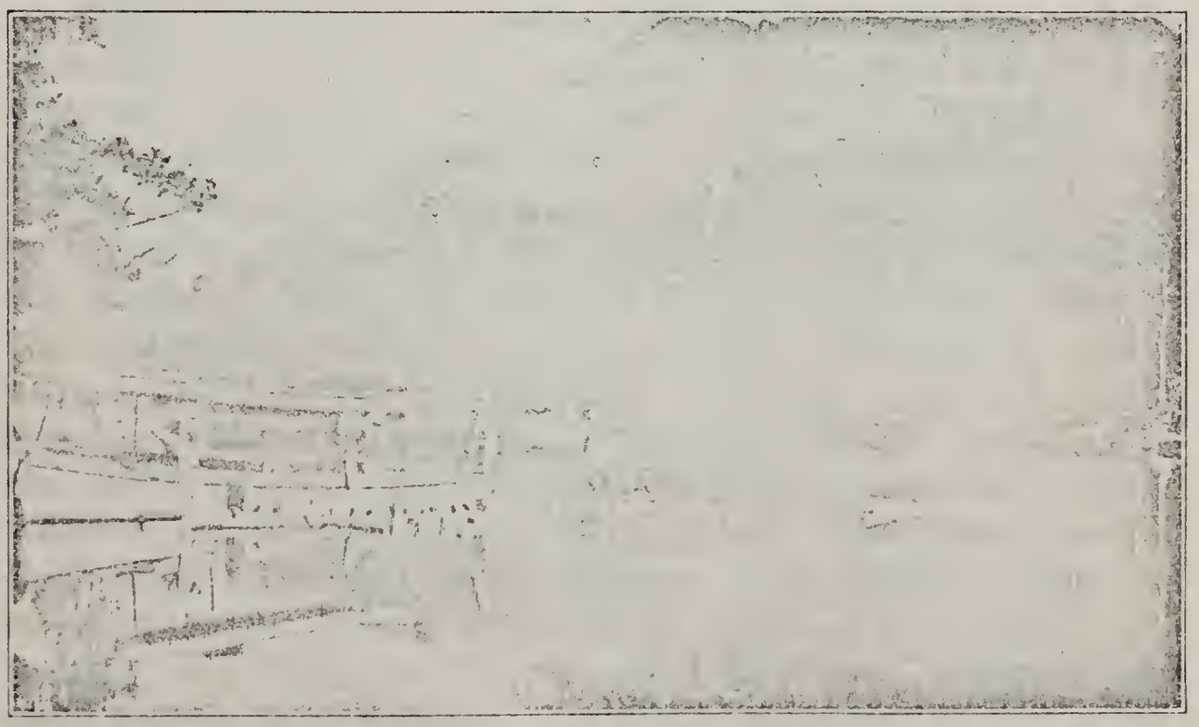
"The first, or Palmerton, range of mountains rises in the extreme south point of Warren County, where it is locally known as the Luzerne Mountain, with its main axis lying in a southwest and northeast direction. Proceeding, in a general northeast course, it is divided by a lateral valley, through which the road runs from Glens Falls to Lake George. Proceeding, in the same general course, the next mass is known as French Mountain. Beyond this, is a little valley in which the hamlet of Harrisena is situated. From this point, the mountain ridge becomes more continuous and occupies about all the territory between Lake George and Lake Champlain, with the same general course with scarcely anything like a lateral valley, receiving different names in different localities, and finally terminates at Mount Defiance, where it proudly overlooks old Fort Ticonderoga. This range is about 50 miles in length, from three to five miles wide and extends through the towns of Luzerne and Queensbury in Warren County; Fort Ann, Dresden and Putnam, in Washington County; and a part of Ticonderoga in Essex County. The highest point is in Washington County in Dresden, called Black Mountain, which is about 3,000 feet high. The sides of this range are steep and rocky, often precipitous; composed of primitive rock and but scantily covered with a thin, sandy soil. Viewed from the deck of a steamboat on either lake, this high ridge is the most attractive in the landscape.

"The second, or Kayaderosseras, range rises in Montgomery County, a little north of Amsterdam and, taking the same general northeast direction, is not broken by any lateral valley until it reaches the Sacandaga River, a little west of the village of Luzerne. North of the Sacandaga and west of the Hudson, is a single mass, where the continuity is again broken by the Hudson. From this point, it again assumes the full character of a continuous range for several miles, only partially cleft by a little valley, through which the road runs from Caldwell to Warrensburgh. Still continuing in the same general direction, in a high rocky ridge, for about 20 miles, it spreads out in several spurs in the vicinity of Brant Lake and one of them culminates in Mount Pharaoh, which has an estimated altitude of 4,500 feet. From this region, the ridges, which are spread to about 15 miles in width, gradually approach each other and finally terminate on

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INDIAN MONUMENT, LAKE GEORGE



BLACK MOUNTAIN, HIGHEST MOUNTAIN ON LAKE GEORGE
Wreck of old Minnie Ha Ha in foreground





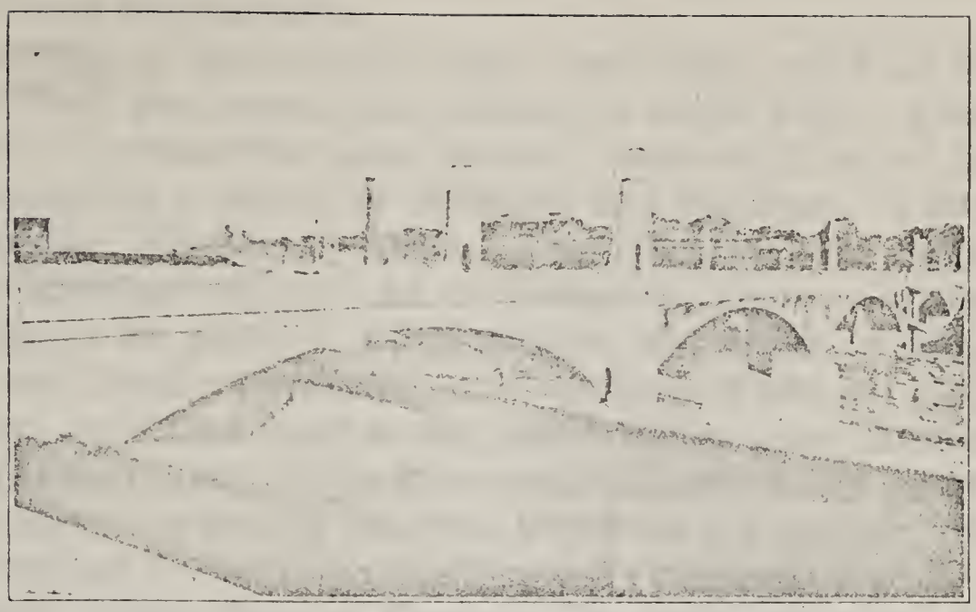
Lake Champlain in Bulwagga Mountain, which has a precipitous face of about 1,200 feet. This range is some 20 or 30 miles longer [80 miles in all] than the first and is flanked on both sides with outlying spurs or isolated peaks, sometimes attaining a width of seven to ten miles in the southwest portion; but, between the Hudson River and Lake George, it is not more than four; farther north, it occupies all the territory between Schroon Lake and Lakes George and Champlain. The mountain range takes a great variety of forms—sharp, steep and rocky on one side and quite gradual in its slope on the other; is often precipitous with bare and barren summits. In the southwest portion, a very little arable land is found nestled in the coves and curves of either side, but, as we proceed farther north, the cultivated spots become less and smaller and finally die out altogether until we reach the slope toward Lake Champlain, where the dairyman again assumes sway and, a little farther on, the soil is in a good state of cultivation well up on to the sides of the mountain slopes. This range occupies parts of the towns of Edinburgh, Day and Hadley, in Saratoga County; Luzerne, Caldwell, Bolton, Horicon and Hague, in Warren County; Schroon, Ticonderoga and Crown Point in Essex County.

"The third or Schroon range rises north of Johnstown, where it is called the Mayfield Mountain and forms, for a considerable distance, a continuous ridge. The valley of the Sacandaga in the town of Hope, Hamilton County, completely dissevers it, but it soon assumes the full characteristics of a range, and, for eight or ten miles, lies nearly north and south but finally bears off to the northeast again and sends out a spur to the right, which is the culminating point of the range—Crane Mountain in Johnsburg. The most continuous ridge is farther west and passes Schroon Lake on the west and, some miles farther north, forms the divide between the waters of the Hudson and the Boquet, where it bends again more to the east and finally terminates in Split Rock Point on Lake Champlain. This range is about 90 miles in length, from three to five in width, at the southern extremity, and about 15 in width opposite Crane Mountain and quite narrow at its terminus. In the widest part, the masses are not very high, with the exception of Crane Mountain, which is 3,289 feet high, and the slopes are quite gentle in some places;

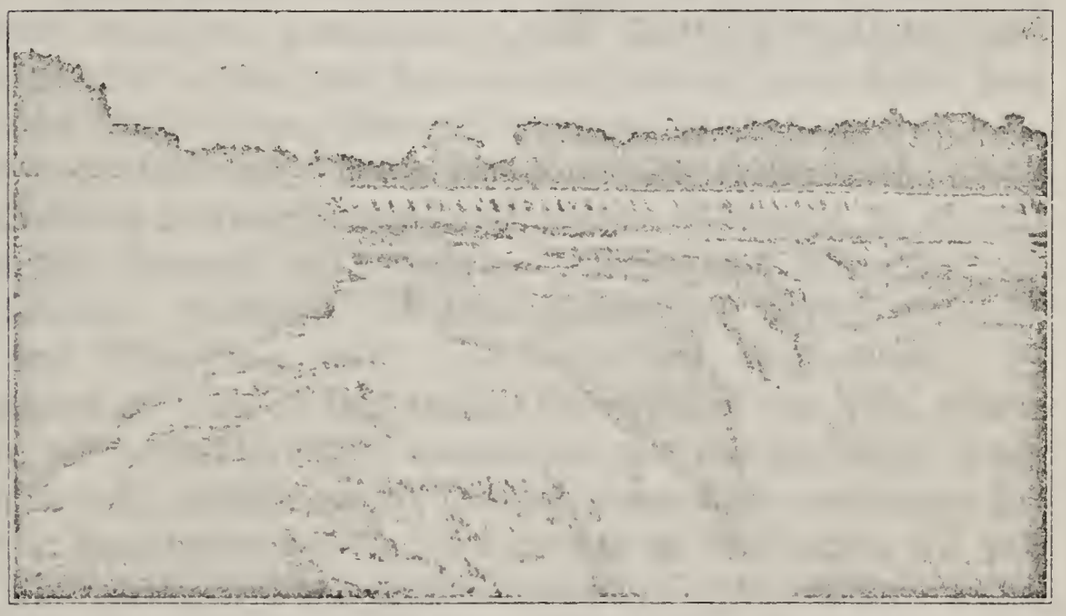
but, farther north in Essex County (a few miles north of Schroon), the masses are high, sharp and angular, with deep, narrow valleys and gorges between them. This range occupies all the north part of Mayfield, in Fulton County; the east part of Hope and Wells, in Hamilton County; Thurman, Johnsburg and Chester, in Warren County; Minerva, North Hudson, Moriah, a corner of Elizabethtown and a part of Westport in Essex County. The lateral valleys are very few and the only ones are the Sacandaga, before spoken of, and the northwest branch of the Hudson. In its broadest part, there is very little arable land, for, where it might be cultivated, so far as the surface of the soil is concerned, it is covered by such quantities of boulders—brought down from farther north—that it is unprofitable to attempt the raising of but very limited patches of grain.

"The fourth, or Boquet, range rises at the Noses [on the Mohawk River] on the east line of the town of Palatine, and pursues the same general northeast direction through Palatine and Mohawk in Montgomery County; Ephratah, Johnstown, Caroga and Bleecker, in Fulton County; Hope, Wells, Lake Pleasant and Indian Lake in Hamilton County; all the northwest part of Johnsburg in Warren County. It enters Essex County in the southwest corner of Minerva and, still continuing its course, it finally culminates in Dix's Peak, which is 4,916 feet above tide. This point is in the town of North Hudson and, from there, it loses its continuity as a range, being completely broken up into spurs and isolated masses in Keene, Elizabethtown and Lewis; finally it ends in the town of Willsborough, Essex County, and is the only range that does not end abruptly in a precipice on the shore of Lake Champlain. The continuity of this range is broken in its southern portion, where it is crossed by the two lateral val'eys of the western branches of the Sacandaga River, in Hamilton County, and again by the Hudson, in the town of Minerva. The borders of this range are not as well defined as in some of the others. It is broad, where the third range is narrow, and narrow, where the third range is broad. It is about 110 miles in length and from five to 15 miles in width, its narrow portions being in the vicinity of Lake Pleasant and near its culminating point, with three broad portions: one at the southern part, one in the vicinity of Indian Lake and the third at the northern ex-

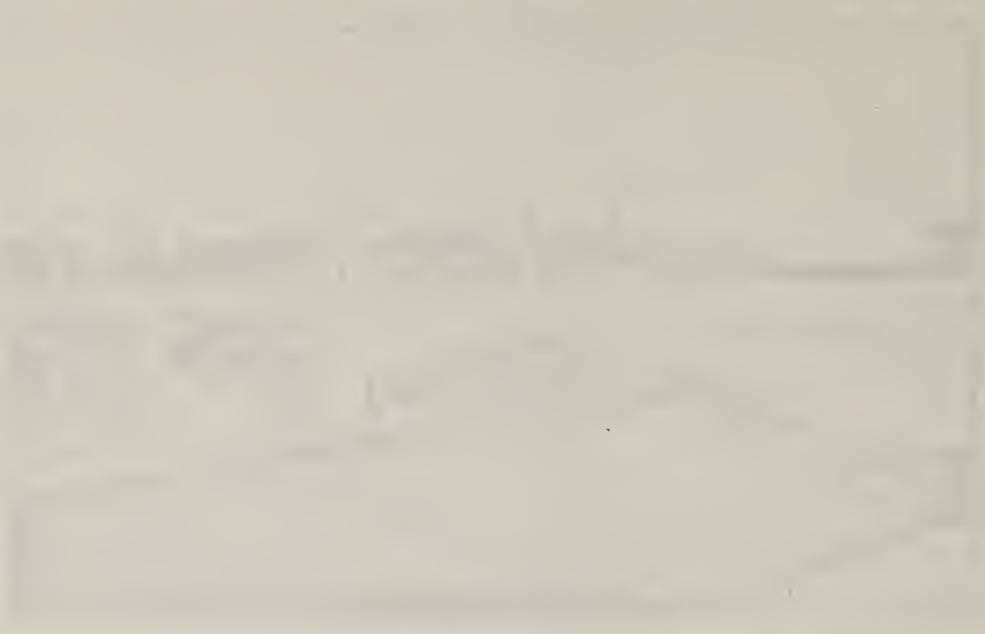
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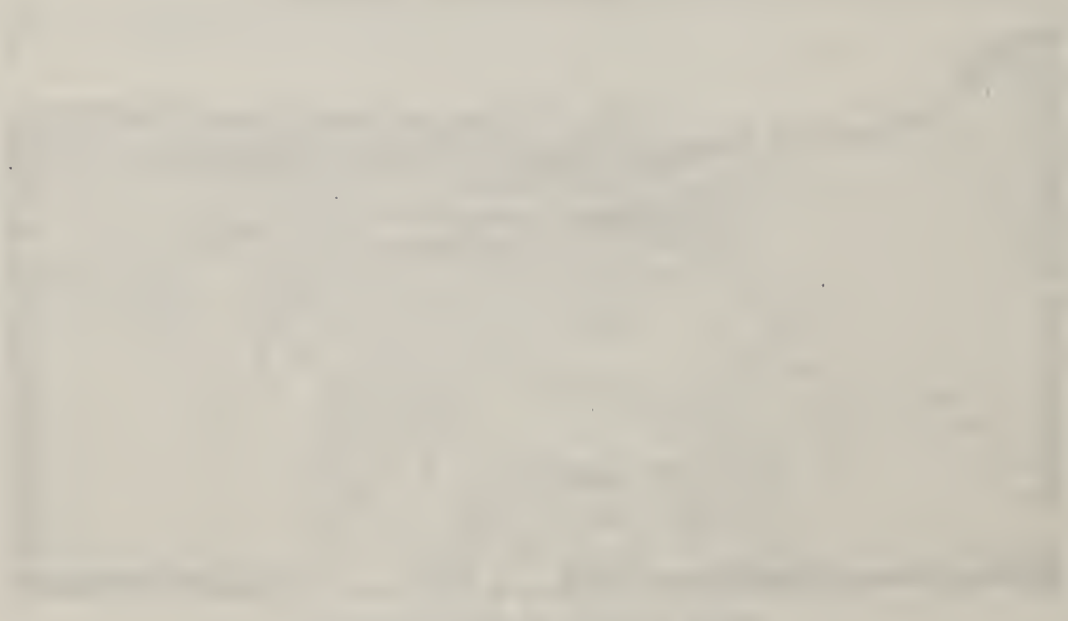


BRIDGE OVER THE HUDSON RIVER, GLENS FALLS



THE FALLS, GLENS FALLS





tremity. Piseco Lake, Lake Pleasant and Indian Lake, farther north, lie upon the west side.

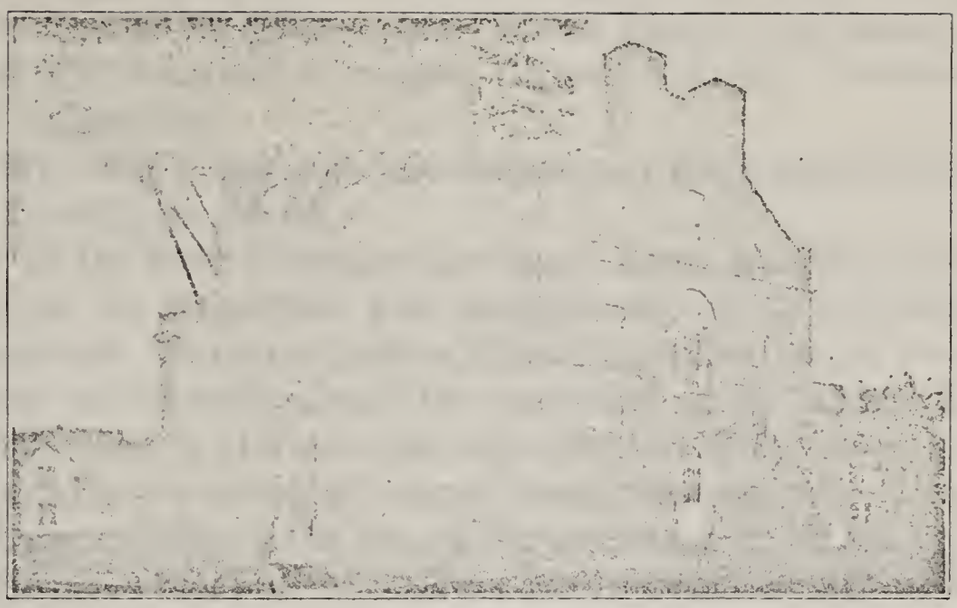
"The fifth, or Adirondack, range rises fairly south of the Mohawk River and crosses that stream at Little Falls. From this point, it pursues the same general course with all of the others, occupying a portion of Manheim and Salisbury, in Herkimer County; Morehouse, Arietta, Lake Pleasant and Indian Lake, in Hamilton County; all of Newcomb, Keene, Jay and Chesterfield, with parts of Elizabethtown and Lewis in Essex County, and finally terminates at Trembleau Point on Lake Champlain, near Port Kent at the mouth of the great Ausable River. The continuity of this whole range is broken only by two lateral valleys; the first by the little branch of the Hudson, just west of Sanford in Newcomb, and again by the south branch of the Ausable, in the town of Keene. This, principal of all the mountain ranges in the state, is 130 miles in length, from the Mohawk River to the lake at Trembleau Point, and from 10 to 20 miles in width. It has many outlying spurs in its whole course but, around the highest portion, are clustered a group of the most remarkable peaks, in the United States east of the Mississippi. Mount Marcy, the highest of all, is 5,344 feet above tide and Mount McIntyre, a neighbor, 5,112. In the immediate vicinity, are several others that have an altitude of over 4,000 feet and, in the whole range, there are perhaps 50 that have an altitude of over 3,000 feet. It has three outlying spurs to the north that culminate in three remarkable peaks: Emmons, in Hamilton County; Seward, in Franklin County; and Whiteface, in Essex County. Emmons (or Blue Mountain), 3,762; Seward, 4,384; and Whiteface, 4,871 feet above tide, respectively. In the southern portion of this range, the sides of the hills, where they are not properly called mountains, are susceptible of some cultivation and, farther north, the dairyman finds pasturage for his herds; but, before leaving the county of Herkimer, the soil is thin and sandy and the entire absence of lime renders it unsusceptible of profitable cultivation. The sides of the mountains soon become steep and rocky and the valleys filled with boulders, brought from the far north, which are too troublesome to contend with. In the middle portion of the range, in Hamilton County, it is the broadest and, to a great extent, has not been explored

in any scientific manner known to the writer; but, in the northern part, this has been done, and the mountain masses are between high, sharp, conical peaks, with deep, narrow defiles, gorges and chasms in great variety. The flanking spurs, on either side, are great mountains, nearly equal to the principal ones of the range, and covering a vast extent of territory * * *. Northeast of the great group of mountains that gives this range its name, the 'flankers' seem to withdraw from their skirmishing expedition, the 'pickets' are drawn in, and, on approaching the lake, the range modestly assumes the form of a respectable hill and finally disappears in the rippling depths.

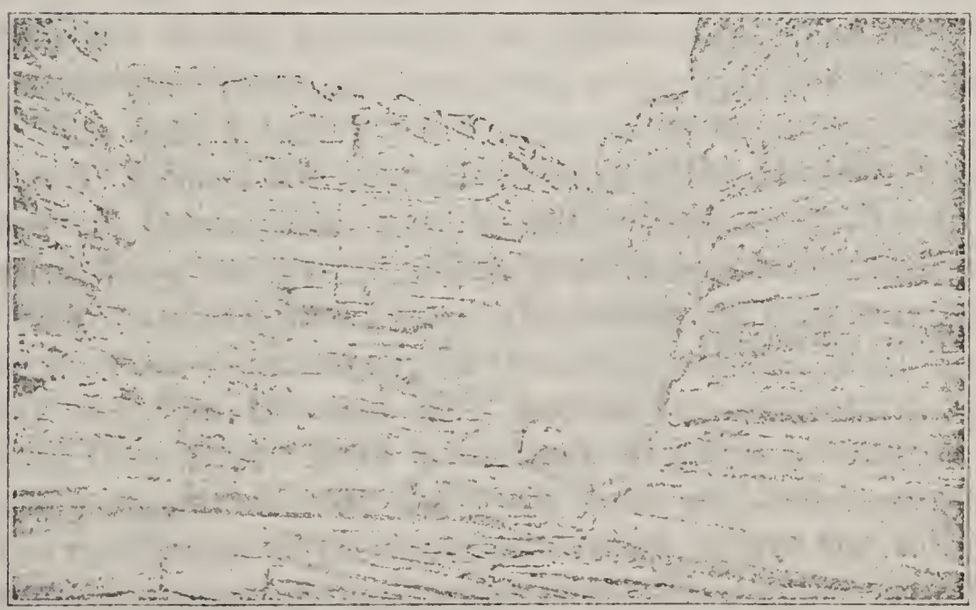
"Still farther to the northwest of all these mountains, is another great range, called the Ausable, or broken range. It occupies, with its spurs and isolated peaks, a territory of nearly 100 miles in length, by from 20 to 40 in width, embracing several hundred peaks of greater or less magnitude. * * * The highest portion is the southeast border and some of the most prominent peaks are Mount St. Louis in Herkimer County, 2,295; Owl's Head in Hamilton, 2,825; Graves, in St. Lawrence, 2,345; St. Regis, in Franklin, 2,888; De Bar, in Franklin, 3,011; and Lyon Mountain, in Clinton County, 3,809. From this elevated point, toward the northwest, the whole country gradually sinks and loses its rough characteristics and, when within about 20 miles of the St. Lawrence River, it entirely disappears and a nearly level plain continues to the river. This is not properly a range, but, in treating it as such, it occupies all the territory to the northwest of the Fulton Chain of Lakes, in Herkimer; Raquette and Long Lakes, in Hamilton; the Saranacs and the Saranac valley continued to Lake Champlain. The range is thickly interspersed with numerous lakes and ponds, besides those on the southeast side that define its boundaries and give to it that fascination and attraction sensed by those who delight in visiting this region as a summer resort."

With regard to the author's reference to the Boquet Ridge, it can be here stated that a lesser ridge than the Noses also extends southward to the Mohawk River. This is Klock's Ridge, which runs from the Mohawk northward to join the mountain mass just south of Canada Lake.

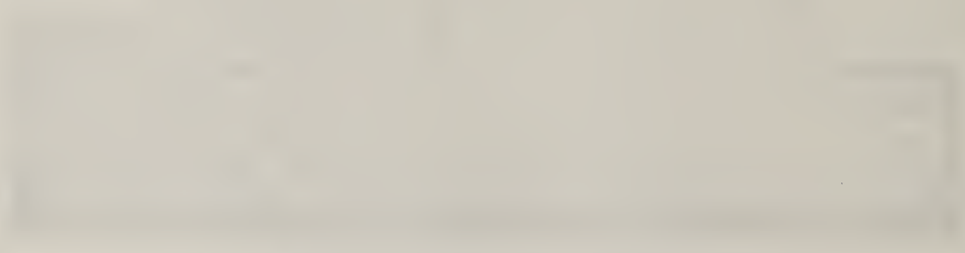
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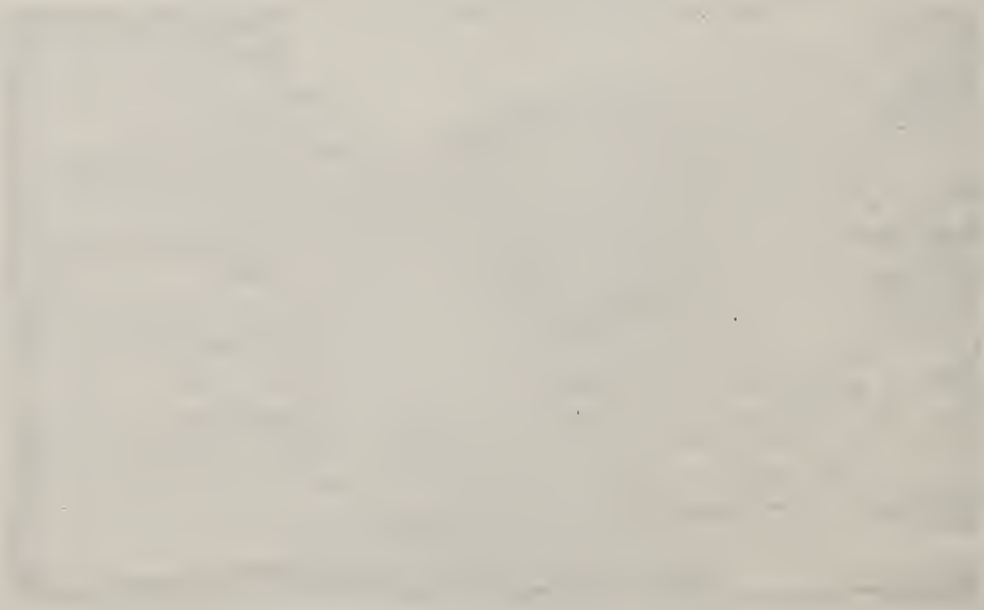


GLENS FALLS ACADEMY, GLENS FALLS



COOPER'S CAVE, GLENS FALLS





The first five of the six mountain ranges, as described, are intimately associated with a description of the Hudson River as that stream rises on the eastern slopes of the Adirondack Range at the foot of its highest peak, Mount Marcy, and passes through all of the four other ranges, Boquet, Schroon, Kayaderosseras and Palmerton.

Mr. Sweet continues his chapter, on the topography of Warren County, as follows:

"To the lover of nature in winter, Essex stands pre-eminently first, in the magnitude and magnificence of its mountains; but, in summer, Warren equally claims his admiration, in the verdant beauty of its valleys and the loveliness of its lakes. The first valley—that is the one between the first and second ranges of mountains—is occupied, for at least three-fourths of its length by Lake George, while the valley continues on to the southwest, to the great bend of the Hudson River, near Corinth in Saratoga County. The rise, in this direction from the lake, is quite gradual, and the valley has several little lakes in its length; this is the most natural continuance of the valley, rather than the one leading to Glens Falls. It is bordered by an almost continuous chain of mountains on both sides and the little lateral valleys are hardly noticeable on either side. The one, through which the road leads to Glens Falls, is the only one of importance.

"The second valley leads from Luzerne northeasterly and naturally follows the Schroon branch of the Hudson River; it is narrow in the southern portion but widens out in the vicinity of Warrensburg to several miles, gradually contracting again in the vicinity of Schroon Lake. The bordering hills and mountains wind and curve gracefully in the whole course; one little lateral valley only, on the east side, breaks the continuity, until the stream from Brant Lake is reached, which is so narrow as to be scarcely noticeable. On the west, there are two or three breaks in the continuity of the mountain range before the valley of the northwest branch of the Hudson is attained, which is quite broad for some distance, and one other little break, where the stream comes in from Pottersville. These are the only continuous valleys in the county of any extent. The third valley, or the one between the third and fourth ranges of mountains, is simply a depression in the heights of the mountains and is not occupied

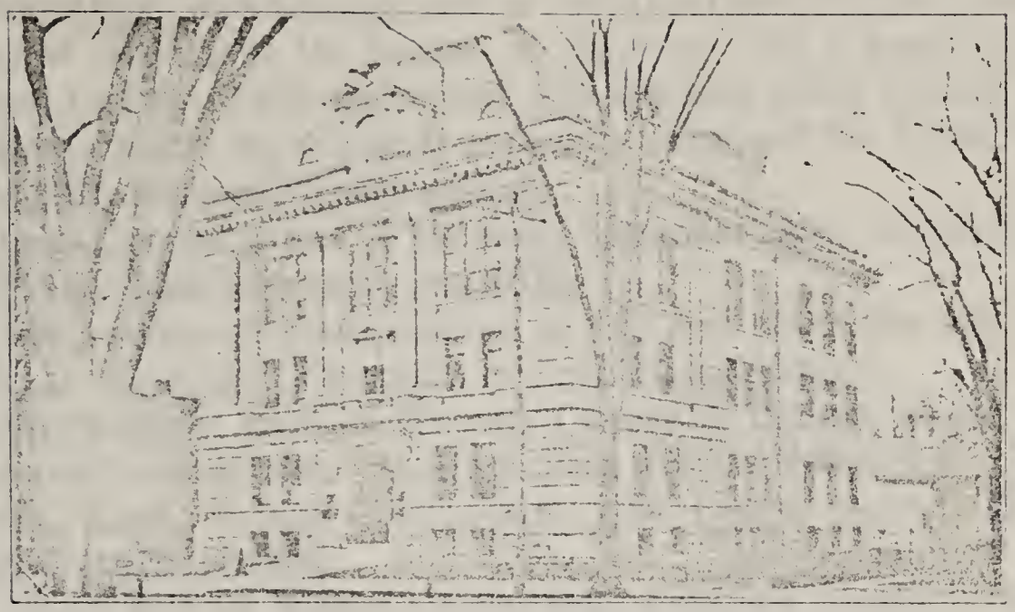
by any considerable stream. Its lowest depression is a little southeast of Gore Mountain, where North Creek falls into the Hudson, and extends in the same southwesterly direction, and, in its southern portion, is occupied by the east branch of the Sacandaga River.

"The valley, of the northwest branch of the Hudson, cuts through the third range of mountains. It is wild and picturesque and the only one of any consequence in the western part of the county. The valleys of the smaller streams are narrow, crooked, deep, wild and rocky; and hardly one of them affords much opportunity for the cultivation of the soil. These hills and mountain sides are, for the most part, covered with the native forest, except where fire has swept them bare and, even here, they are gradually regaining their brightness and beauty. The broader valleys have but very little intervale land, but the slopes, in many places, are susceptible of cultivation. They are beautifully winding in their outlines, with an occasional rocky promontory, high, steep and covered with a great variety of foliage, which, in the autumn, cannot be surpassed for beauty in the wide world.

"Lake George is the largest lake that is directly associated with the great wilderness region of northern New York. It is 36 miles in length, nearly all lying in Warren County. It varies in width from less than a quarter of a mile to about two miles and, for the greater part of its length, is beautified with many lovely islands. These are said to number 365 and vary in size from a few square feet to several acres. A number of them are inhabited as summer resorts, having elegant residences; some are barren and others are covered with the native forest, embracing a great variety of species, both deciduous and coniferous. The lake is flanked on both sides by high, rocky and precipitous mountains, clothed with dark forests and picturesque in the highest degree. As seen from the deck of a steamboat, sailing its entire length, it gives the beholder a panorama of continual beauty, exciting always a lively interest even to those who are familiar with its loveliness."

The watershed of Lake George is very limited, reaching scarcely more than a mile from the shore in any place and the brooks are short and small. The immense flow of water from the outlet, that hardly varies an inch a year, has been estimated

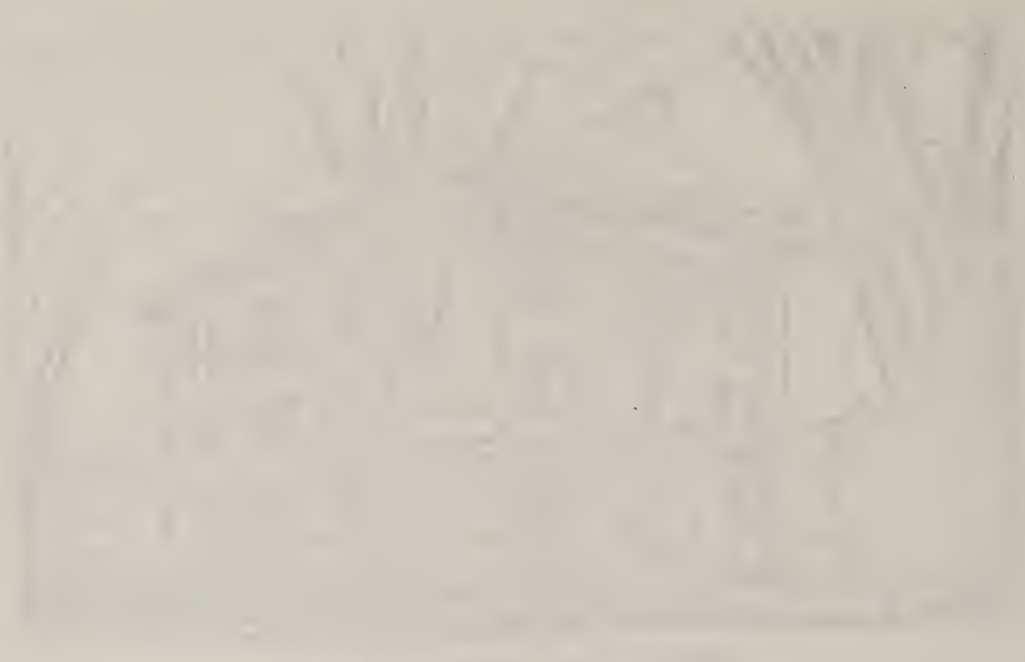
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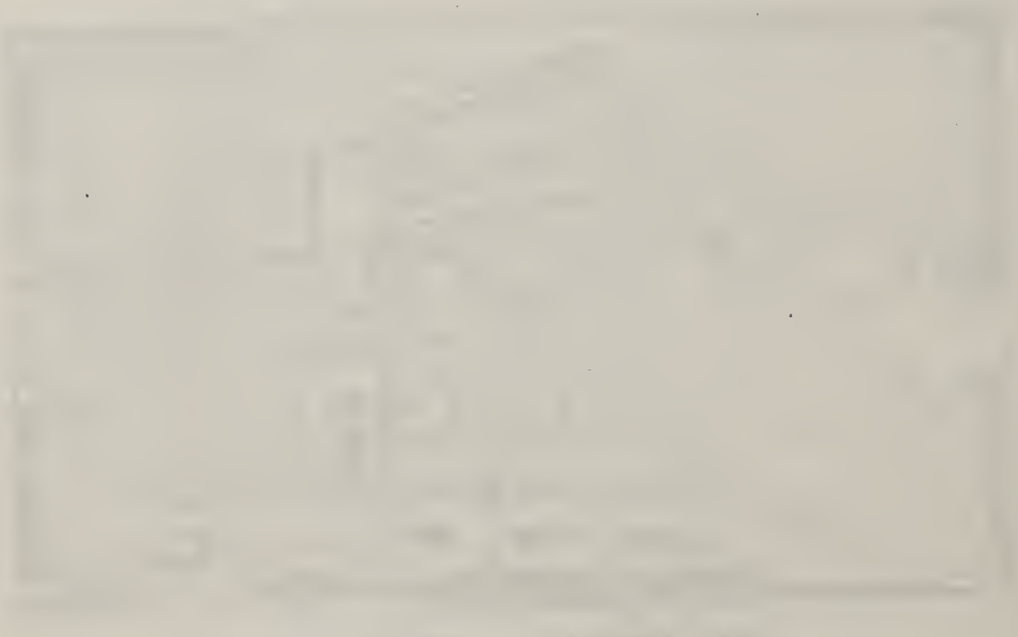


CITY HALL, GLENS FALLS



CITY HOSPITAL, GLENS FALLS





to be many times greater than is due to the rainfall in the lake's small drainage basin. The great volume of the water, in and flowing from Lake George, can be explained only by the presence of great springs at the bottom of the lake. As a proof of this theory, natives of the region say that the lake never freezes over at the northern end which is probably accounted for by the constant temperature of these springs.

Lake George is one of the most beautiful lakes in the entire world—perhaps, the most beautiful.

The surface of Lake George is 343 feet above the sea. Its outlet is into Lake Champlain at Fort Ticonderoga.

The western part of Warren County is thickly dotted with ponds and small lakes. Among these are the following: Thirteenth, Loon, Friend's, Eleventh, Mill Creek, Round, Wolfe, Lizard, Puffer, Indian.

About half of Schroon Lake—the southern portion—lies in Warren County. The northern half is in Essex County. It has more resemblance to the Finger Lakes of New York State than any other Adirondack lake. Cultivated fields reach from the water's edge back to the hills and the contour of the shores has just enough of variety to keep the observer continually on the lookout for new beauties. Schroon Lake is eight miles long and averages a mile in width. It lies 830 feet above the sea.

Brant Lake, which lies between Schroon Lake and Lake George, is five miles in length and averages a half mile in width. It lies well up on the second, or Kayaderosseras range of Adirondack Mountains.

The drainage of Warren County is almost entirely through the Hudson River and its tributaries. There is a fall of 294 feet between Schroon Lake and the Sacandaga River's mouth. The west branch of the Hudson has a fall of about 1,000 feet, from Lake Sanford to the mouth of the Sacandaga, a distance of about 70 miles.

The falls of the Hudson, from Fort Edward northward to the Sacandaga, have been much changed by hydro-electric developments which are covered in the chapter on "Hudson River Water Power." The various cataracts in the river are described in that chapter.

Jeffrey Cowper, or Cooper, was the first permanent settler

of Warren County. He was granted permission to occupy the small military post at Halfway Brook in 1760.

Warren County comprises the city of Glens Falls and the towns of Bolton, Caldwell, Chester, Hague, Horicon, Johnsburg, Luzerne, Queensbury, Stony Creek, Thurman, Warrensburg. The village of Lake George is the county seat.

Warren County had a 1930 population of 34,171 as compared with 31,673 in 1920.

In 1930, the city of Glens Falls had a population of 18,530 compared with 16,638 in 1920.

Lake George is the only village of Warren County. It had a 1930 population of 847.

THE CITY OF GLENS FALLS.

The first settlement at Glens Falls was made in 1763, under the Queensbury Patent of 1762. The grant was made to residents of "the Oblong" in Dutchess County, who were generally men of English ancestry. Warren County, therefore, is the first Hudson River County whose first settlers were not Dutch.

Abraham Wing and Ichabod Merritt went from their homes in Dutchess County and settled at Glens Falls in 1763. Mr. Wing built a log house and lived there with his family. Mr. Merritt and his family temporarily occupied the blockhouse. In 1764 Abraham Wing gave his first log house to his son and erected a new one for himself and family. A third log house was soon built by Abraham Wing, Jr.

The valuable water power at Glens Falls attracted the interest of the settlers. In 1764, Moses Phillips built the first mill. By 1765, a sawmill and grist mill were in operation.

In May, 1766, the first town meeting was held in the town of Queensbury and Abraham Wing was elected supervisor, an office which he held until after the Revolution. Wing was the leading man in the little community.

Present-day Glens Falls is a busy, typically progressive New York State city. It has an exceptionally high ratio of native white inhabitants. It has earned the unofficial title of being the cleanest city in the state. The elimination of car tracks and of many overhead wires has largely contributed to this end.

Glens Falls has attractive streets with well kept homes. The per capita wealth, which is among the highest of the cities of America, makes for unusually high standards of living.

Glens Falls is important industrially and commercially and it is also a gateway city of the Adirondacks by way of U. S. Route 9 and other main highways. Winter and summer outdoor sports are popular. The city has a recreation field and several other playgrounds where sport activities are under the supervision of a recreation commission. The picturesque, sporty 18 hole golf course of the Glens Falls Country Club is included in the list of the 100 best courses in America.

Glens Falls is 340 feet above sea level. It has a mean annual temperature of 47°. The average number of rainy days is 65 for the year.

The Floyd Bennett Field is an airport, located 2½ miles northwest of the city, which field is controlled by the Glens Falls Chamber of Commerce. It is a modern, safe airport rated A 1 A by the U. S. Department of Commerce.

Glens Falls had 137 retail stores in 1930 which did an annual business of $10,500,000. There were 716 people engaged in this retail business. The city is the home of four insurance companies with 350 employes.

In 1930, Glens Falls had 53 industries with over 4,000 employes. The principal manufactures are: News print paper, Portland cement, shirt, collars, silk, wood flour, wall-paper, paper mill machinery, chemicals, lime, cigars, confectionery, sulphite chips, silver nitrate, wooden plugs, chains, auto accessories, pneumatic appliances, mica grinding.

As it is at the Gateway of the Adirondacks, the vacation season brings much trade to Glens Falls from the many hotels and summer residents in the southeastern area of this great recreational region.

Glens Falls has two National banks, one trust company and one building and loan association with resources of $25,000,000. The city has several excellent hotels.

Glens Falls has a splendid modern school system with a high school and junior high school, Glens Falls Academy (private), St. Mary's Academy, St. Alphonsus school, Hebrew Free school and two parochial and private schools, with a total of 5,402 pupils.

The city has four theatres and four miscellaneous auditoriums with a total seating capacity of 8,800.

CHAPTER 103.

THE COUNTY OF ESSEX.

The Hudson River has its source in Essex County, which is the most northerly of the sixteen Hudson River counties. The southern, central and southwestern sections of the county are drained by the Hudson River and its tributaries. The Hudson rises on the slopes of Mount Marcy, the highest peak of the Adirondacks. Its course through the county is described in an early chapter of this work.

Essex County has an area of 1,836 square miles, being second in size, in the state, only to St. Lawrence County.

The county has a constantly increasing development as a vacation area. The Adirondacks, the Ausable River and Chasm and Lake Champlain all afford recreational attractions.

Aside from the military occupation of Crown Point and Ticonderoga, the first settlement of Essex County was made, in 1765, by a party of pioneers led by William Gilliland. He was a merchant of New York in 1763. Gilliland was a native of Ireland. He became attracted by the Lake Champlain country about 1763, when he employed agents to survey the western shore of the lake. The greater portion of the present Vermont side of Lake Champlain had then been granted. As a result of his surveys, Gilliland decided to locate on the west side of the lake, between the Boquet River and Split Rock and within the present limits of Essex County.

In 1765, Gilliland secured eight grants of land, which extended southward, on the shore of the lake six miles, with a depth of three or four miles into the interior. Gilliland seems to have planned a great estate, on baronial lines.

Mr. Gilliland secured a number of mechanics and laborers as colonists for his property. He left New York by boat, bound up the Hudson River for Albany, on May 10, 1765. The voyage took ten days. At Albany, he decided to purchase boats and make the trip to the Boquet River by water, following the Upper

Hudson, Lake George and Lake Champlain. Accordingly he visited the boat builders of Schenectady, where he purchased batteaux and transported them overland to Albany.

The voyage from Albany to Fort Edward took eight days. Part of his colonists had followed on land, driving 41 cattle over a shore road. The oxen were used to transport the boats, goods and baggage from Fort Edward to Lake George, which operation required three days. Gilliland's fleet sailed from the head to the foot of the lake, where two days were occupied in the portage of boats and freight to Lake Champlain. The little fleet set sail from Ticonderoga and arrived at the Boquet River on June 8, 1765, after a journey from New York City, which had required 30 days of the most strenuous labor.

The colonists went up the river to the falls and formed their first encampment on an island, which has since been known as Camp Island.

By June 15th, ground had been cleared, timber cut and a house partly erected, which was 22 by 44 feet in dimensions. This was probably the first permanent dwelling which had been erected by a white man on the western shores of Lake Champlain, between Crown Point and the present southern boundaries of the Province of Quebec, Canada.

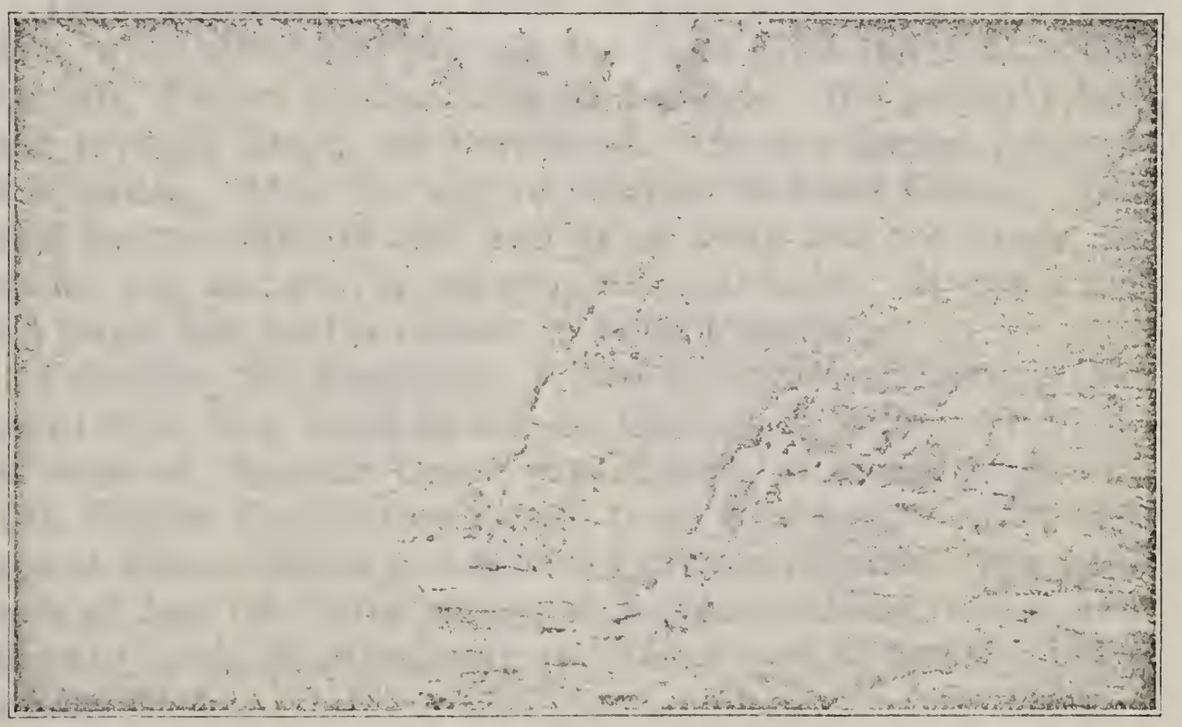
A sawmill was erected in the fall and Mr. Gilliland made a trip to Quebec and returned with supplies for the winter. The settlement on the Boquet was named Milltown. Farms were surveyed between the Boquet and Judd's patent, and these lands were occupied by Gilliland's colonists in the spring of 1766. Houses were built on these farms. In June, 1766, Mr. Gilliland came up from New York with his family. One of his daughters was drowned in the rapids of the Hudson at Stillwater, while making this journey.

William McCauley, a relative of Gilliland, started a farm on the site of the later village of Essex. James Gilliland, brother of the proprietor, settled on a farm on the north bank of the Boquet. During the Revolution, he was a distinguished officer in the American Army. In 1766, the site and water power of the present village of Port Henry was granted to Benjamin Porter, a miller.

1039-1030



CHAMPLAIN MEMORIAL MONUMENT ON
LAKE CHAMPLAIN



THE AUSABLE RIVER THROUGH AUSABLE CHASM





Between the first settlement of 1765 and the Revolution, Gilliland's colony grew in population. Mills were built and a school was established.

In 1772, Charlotte County, which embraced both shores of Lake Champlain, was set off from Albany County. Present Essex County then became part of Charlotte County. On March 17, 1775, the Gilliland colonists met and constituted themselves a pure democracy. A local government was set up. William Gilliland was elected the first moderator and Jotham Gardner, town clerk. A project for a new colony was then discussed, which evidently was to embrace northern New York and Vermont, with Crown Point as the capital.

On May 11, 1775, a party of 82 Americans, led by Ethan Allen and Benedict Arnold, captured Ticonderoga and, on May 12, Crown Point was also taken from the British.

The unsuccessful invasion of Canada, in 1775, and the Burgoyne campaign, of 1777, were the great features of the Revolution which affected Essex County. They are covered in the historical chapters of this work.

The settlements, on the Boquet and the shores of Lake Champlain, were abandoned between the years 1776 and 1784. The war left William Gilliland almost destitute. His property had been ravaged during the Revolution. He also became involved in litigation. After the war, he returned to Essex County. His mind became affected and, wandering away into the woods, he lost his way and died of exposure and starvation. It was a sad and tragic fate for the pioneer of Essex County.

Following the Revolution, a strong current of immigration moved from New England into the Champlain Valley. In 1784, the name of Charlotte County was changed to Washington. In 1788, Clinton County was formed from Washington, embracing present Essex, Clinton and eastern Franklin counties. The table lands of Jay, the fertile valleys of Schroon and the ravines and slopes in Lewis, Elizabethtown and Keene were all occupied prior to 1798.

Essex County was formed in 1799, with the village of Essex as the first county seat. In 1810, Essex County had a population of 9,525.

Before the middle of the last century, Gerrit Smith was an extensive landowner of North Elba, Essex County. Mr. Smith was a prominent Abolitionist. He tried to settle a number of colored people on his lands but the experiment was a failure. In 1849, he gave a lot to John Brown, who was afflicted with the delusion that "by a divine consecration, he had been constituted the liberator of the African race." In 1860, Brown endeavored to create an uprising of southern slaves. He seized the arsenal at Harper's Ferry, where he was captured. After his execution, his body was removed to North Elba, where it lies buried.

The development of Essex County has, to a large extent, followed that of other semi-agricultural areas in the period since the close of the Civil War.

Essex County comprises the towns of Chesterfield, Crown Point, Elizabethtown, Essex, Jay, Keene, Lewis, Minerva, Moriah, Newcomb, North Elba, North Hudson, St. Armand, Schroon, Ticonderoga, Westport, Willsboro, Wilmington. Elizabethtown village is the county seat.

Essex County had a 1930 population of 33,931, as compared with 31,871 in 1920.

Following are the villages of Essex County with their 1930 populations: Bloomingdale, 420; Elizabethtown, 636; Keeseville (in Essex and Clinton counties), 1,794; Lake Placid, 2,923; Port Henry, 2,038; Saranac Lake (in Essex and Franklin counties), 8,008; Ticonderoga, 3,680; Westport, 790.



JOHN BROWN'S GRAVE, NEAR LAKE PLACID



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